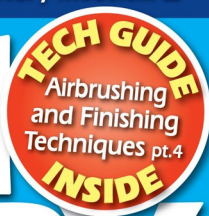


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Issue 46 - February 2010

HOT ROD STUG III

Dragon's 1:35 scale StuG finished with wide Ostketten tracks

SHERMAN GENESIS

T6 Prototype - Think Tank reference and Tasca Sherman conversion



ERSATZ M10

Disguised Panther from Operation Greif

INSIDE: TASCA 1:24 PANZER II ■ TRISTAR 1:35 SD.KFZ. 222 ■
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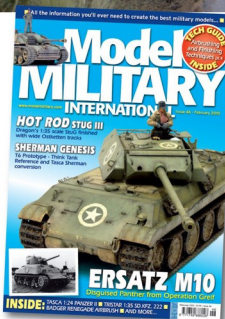
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Chris Leeman hots up Dragon's older 1:35 scale Dragon StG III.

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HISTORY COURSES AT IWM DUXFORD

Imperial War Museum Duxford and the University of Cambridge are collaborating to present a new range of day-schools for spring 2010.

Memorialising the Great War, on Thursday 18 February 2010, revisits the work of the poets, artists and sculptors of the First World War.

Popular culture in World War II, commencing on Tuesday 13 April 2010, discusses the impact of distinctive aspects of popular culture in Britain from 1939 to 1945.

If you've ever thought about

writing your family history or your own past experiences, the Writing history course is for you! Led by Midge Gilles, a freelance journalist and author of six non-fiction books, including biographies of Amy Johnson and Marie Lloyd, this course will give you the skills you need to put those memories down on paper for posterity. Writing history commences on Wednesday 7 April 2010.

War, peace and social change in 20th century art commences on Monday 12 April 2010.

If your family were involved in

the military, then tracking down your military ancestors will provide you with the basic research skills to unearth the original records relating to your military forebears. This course will look at the availability of records from the English Civil War up to the 1940s, the best resources to use and how to identify your military ancestor. Case studies and copies of original documents will be used and there will be use of the archives held at the Imperial War Museum. Tracking down your military ancestors commences on Thursday 15 April 2010.



ZVEZDA I-35 L4500R MAULTIER 4.5t HALFTRACK

Zvezda's December release schedule includes a 1:35 scale L4500R Maultier 4.5t Half Track. This is the first time that this important vehicle has been available in 1:35 scale. The kit will comprise 342 parts, with two figures and markings for one Luftwaffe and one Wehrmacht unit.

Testor Corporation adds Creative Models as U.K. Distributor For ModelMaster™ Products

Creative Models Ltd. has joined The Testor Corporation as the company's newest international distributor, Testor announced today.

"We're proud to partner with Creative Models," Tom Richardson, Testor Director of Sales, said.

"Their industry expertise, superior service and retail reach perfectly complement our 80-year reputation for hobby industry leadership."

Stuart White, Creative Models Managing Director, concurs.

"Enamels or acrylics, tools or accessories, the ModelMaster™ name remains synonymous with matchless quality and performance," he added. "We're delighted to put our distributor muscle to work as Testor's U.K. conduit for this distinguished brand."

For 80 years, The Testor Corporation has remained the world's leading source for the finest hobby and craft finishing products – paints, airbrushes, tools, and accessories. Quality Testor brands include Testors®, ColorArtz®, Aztek®, ModelMaster™, POLLY Scale™, Acryl®, Metalizer™, Floquil® and Pactra®. Testors® and ModelMaster™ brands consistently rank #1 in consumer surveys.



NEW ACCURATE ARMOUR 1:35 MIGHTY ANTAR Mk.2 and Mk.3

Accurate Armour's new 1:35 scale Mighty ANTAR Mk.2 (Ballasted) and Mk.3 (5th wheel) Tractors are now available.

Two new WWII British Officer figures, and two Cold War Era Driver/Mechanic figures have also been released.

Additional new releases include the Royal Ulster Constabulary (RUC) HOTSPUR Armoured LandRover Series-III 109 kit (LR011), and two conversions for the Chieftain MARKSMAN AA System, (C091 & C092).



Thousands expected at South West's biggest model show

Over two thousand visitors are expected to attend the Fleet Air Arm Museum's Model Show on 13 February 2010. The show has become the premier event in the model enthusiasts' calendar and is on course to attract more traders, clubs and visitors than ever before.

The February show will major on plastic models. Over 120 traders and clubs will be exhibiting everything from model aircraft, boats, trains, figures, tanks and dioramas.

Airfix will run a 'Make and Paint' workshop and sponsor

competitions designed to recognise high achievement in modelling across all disciplines. So bring along your best models and you could walk away with a prize.

Tickets may be purchased on line on www.fleetairarm.com from 14th December - 30th January.

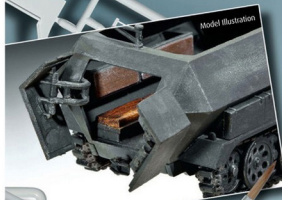


NEW MODELZONE STORES

Modelzone now has 32 stores in the UK, with the most recent openings being Reading, Southampton and Hull. "Bucky" from Coronation Street helped open the Reading store recently.



03173 1:72 Sd.Kfz. 251/1



Ground Hog

1:72 Sd.Kfz. 251/1

03173

The Sd.Kfz. 251/1 half-track was a medium armoured personnel carrier, about 16,000 of which were built from 1938 onwards. It was the main combat transport vehicle used by German mechanised infantry and was typically equipped with two MG42's with some later variants carrying Wurfrahmen 40 rocket launchers. These 28cm unguided artillery rockets were also known as "Infantry Stukas" by their panzergrrenadier crews, while the vehicle itself was 5.8 m long and had a top speed of 50 km/h.

Here the 251/1 is authentically reproduced in fine detail with 171 individual parts. The easy-to-assemble chassis is complemented by injection moulded tracks and in addition to filigree tools the kit includes a complete Wurfrahmen 40 system with separate projectiles.

Model-details:

- Fine surface details
- Two MG42's
- True to the original Wurfrahmen 40 rocket launchers
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- Filigree tools and accessories
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Build Your Dream!



The newest tanks on display at Aberdeen proving grounds during 1941. These include, from front to rear, the T6, M3 Stuart, M3 Lee, and M3A1 Lee.

↑ MAJOR R.J. ICKS

T6 MEDIUM TANK

Karl Van Sweden explores the origins and the development of the T6 Medium Tank, the important link between the stopgap M3 and the universal M4 Sherman.

by Karl Van Sweden

American military planners realised the urgent need to re-arm its military forces following the fall of France in 1940. With the appearance of the Panzer IV and its 75mm gun, a sense of urgency overwhelmed the Allies. America's only medium tank at the time, the M2A1, with its 37mm main gun was found to be outclassed and obsolete. This led to the decision to design and produce a new Allied medium tank with a 75mm gun in August of 1940. This brought into being a stopgap tank, the M3 Lee/Grant, with a hull mounted 75mm main gun mounted in the right of the hull and a 37mm gun in a turret on top.

This new design would give Allied forces a tank with the firepower needed to counter Axis armour.

The new tank was specified with a 75mm main gun in a 360 degree traversable turret. Designing this new turret would be a major challenge. On 1 February 1940, a directive was received to begin design of this replacement tank with its new turret and gun. At a conference at Aberdeen proving grounds on 18 April 1941, five different designs were discussed. Increased armour thickness was suggested, along with the reduction of the crew and size of the fighting compartment. This new design was to use as many existing parts from the M3 as possible,

helping to expedite the transition of the assembly lines and reduce the need for development of so many new parts. Existing M3 Lee parts would include the lower hull, engine, drive train, and suspension along with others.

THE T6 IS BORN

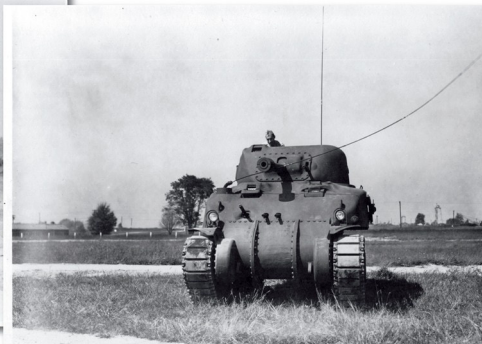
So the T6 was born. In May of 1941 a wooden mock up and pilot model were ordered by the Ordnance Committee to be made at Aberdeen. In June, the order was approved and the tank given the designation of medium tank T6. Two different upper hull designs were to be developed and built. One would be made with a cast upper hull design built at Aberdeen.

Around the same time an alternate welded upper hull would be developed and built at the Rock Island Arsenal. As there would only be one cast turret design this would be built at Aberdeen alone. This welded upper hull version ran into some manufacturing issues with the number of plates for the front plate and lengths of welds to be used. This delayed production of a welded upper hull until 1942 and the M4.

The T6 would use the same radial engine, rolled homogenous riveted lower hull, power train, and vertical volute spring suspension as the M3. The powerplant was a 9 cylinder 4 cycle R975 EC2 radial engine similar to ones used



T6 at full speed with both radio antennae installed. The turret is traversed to the rear, 1941.



T6 front view with turret traversed as evidenced by front antenna and main gun barrel and the man in the Tank commander's position, 1941.



Right front three quarter view of T6 with full antennae added, 1941.



Front view of T6 at Aberdeen proving grounds with main gun at full elevation and drivers hatch opened up, 16 September 1941.

in aircraft at the time. The power train included a synchromesh transmission with 5 speeds forward and 1 reverse, with a controlled differential for steering. The fuel capacity would remain the same as the M3 at 175 gallons of 92 octane gasoline. This combination gave the T6 a possible speed of 21-24 miles per hour and a range of approximately 120 miles.

The T6 was able to take larger and more powerful engines as they became available. In the T6 lower hull, the driver position was moved to the left of the centrally located transmission unlike that of the M3, which was to the rear and above the transmission. A height adjustable seat was added along

with a hatch for the upper hull to give an improved field of vision for the driver. With the driver moved to the left and the main gun moved into the turret, the space to the right of the transmission was used for the assistant driver position. A transmission oil cooler was installed to help reduce the ambient temperature. The gears in the transmission were made larger to increase the circulation of the oil through the cooler. There were also four oil breathers added to prevent overheating of the oil. Three of these were located on the final drive cover with the third on the transmission itself. The Hycon booster style of steering mechanism was changed

to the "long lever" style which added more room to the area by excluding the pump, sump tank, pressure reservoir, valves and hydraulic piping used for the Hycon style. There were fixed fire extinguishers located on the left in front of the fire wall for fire control in the engine compartment with the batteries located in front of this. There were handles for the fixed fire extinguishers located on the upper hull behind the turret and ones on the interior turret roof just behind the driver.

With the new layout of the hull the crew was reduced to five men; driver, assistant driver, gunner, loader, and tank commander. This would become standard with US

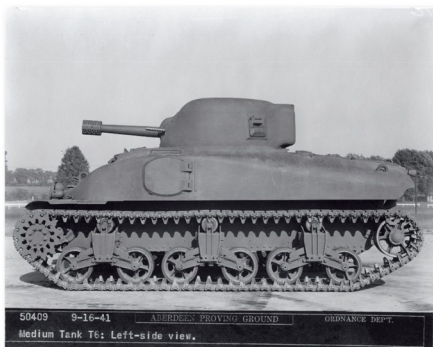
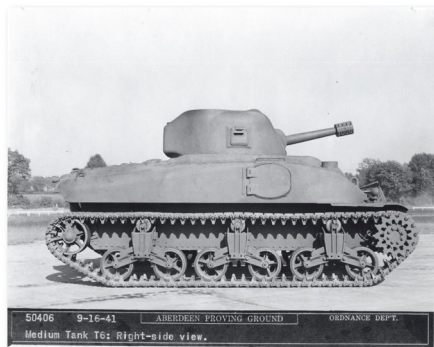
tanks for many years to come. The assistant driver position was also a hull gunner and, in the command version, a radio operator. Crew positions in the turret were the gunner on the right of the main gun and loader on the left with the tank commander behind the gunner.

UPPER HULL

The upper hull would be a completely new cast design with a centrally located turret, having a turret ring diameter of sixty-nine inches. It would still incorporate the two escape hatches like the M3 minus the pistol ports and vision devices. A new hatch above the driver's position was added. This hatch would open to the ▶

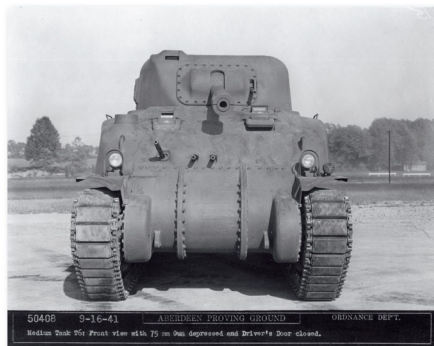


Think Tank - T6 MEDIUM TANK



Right side view of T6 Aberdeen proving ground, 16 September 1941.

Left side view of T6 Aberdeen proving grounds, 16 September 1941.



Front view with main gun fully depressed and drivers hatch closed, 16 September 1941.

Rear view of T6 showing a rear view of tool and tow cable stowage, 16 September 1941.

◀ left of center with a fully flexible periscope mounted in the forward portion. As mentioned earlier, this hatch and the height adjustable seat would give the driver a much better field of vision while driving opened up. Both driver and assistant driver were given direct vision slits with moveable armoured covers to use while tank was buttoned up. These four vision slits for both driver and assistant driver positions did not feature any protective glass blocks on the inside. Below these were three .30 cal machine guns. Two of these would be semi fixed above and slightly over to the right of the transmission. They could be locked into any position from +8 to -6 in elevation and were to be

aimed with the tank and fired by the driver. With the third one in a flexible mount linked to a special sight in a special mount in the roof above and fired by the assistant driver. While this sight was being used it would block the use of the vision slits for the assistant driver.

In the new upper hull, the sponsons were lengthened making room for the instrument panel for the driver on the left and for another radio right of the assistant driver. The instrument panel retained the same instruments as the M3 except the magnetic starting switch; transmission oil temperature indicator and fuel gauge. Additional ammo stowage was fitted to both sponsons on either

side of the turret with an auxiliary generator located on the left in front of the firewall. With the new upper hull, both the three piece final drive cover and rear plate would have to be adjusted to fit. In the rear, the T6 would use similar pepper pot style exhaust and rear opening engine access doors as the M3.

THE TURRET

The turret was the major improvement, being fully 360 degree traversable and both hydraulically and manually powered. There were two pistol ports with periscopes for the gunner and loader one either side of the turret. The rear of the turret or bustle would house

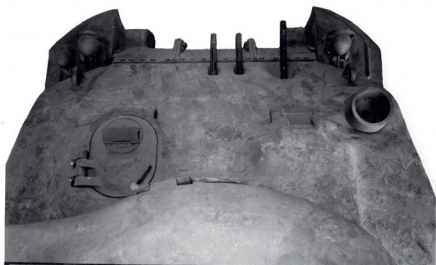
a radio above this mounts were added for 45 cal. submachine gun and its ammo drums for the tank commander. A removable front plate was added for the main gun that would allow for a variety of armament for this one turret design. There were five different weapons systems discussed these being a twin 37mm mount with co-axial 30 cal machine gun, a 105mm main gun with co-axial 30 cal machine gun, a six pounder high velocity gun with co-axial 30 cal machine gun, a triple 50 cal machine gun mount for an anti aircraft role and of course the 75mm with 30 cal co-axial machine gun.

A turret basket hung below the turret with seats for the loader and



50404 9-16-41 ABERDEEN PROVING GROUND ORDNANCE DEPT.
Medium Tank T6: Top view of front of Tank with Driver's Door open.

Upper hull front roof of T6 showing the newly designed and manufactured drivers hatch opened up.



50403 9-16-41 ABERDEEN PROVING GROUND ORDNANCE DEPT.
Medium Tank T6: Top view of front of Tank with Driver's Door closed.

Another view of front roof with the drivers hatch closed.

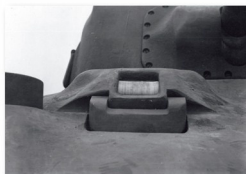


57182 2-7-42 ABERDEEN PROVING GROUND ORDNANCE DEPT.
Left front oblique view of Medium Tank M-4.

Left front three-quarter view of T6 with some improvements added such as M3 75mm main gun and weatherproofing attachments for hull machine guns and different tow cable layout. 7 February, 1942.



Driver's vision slit closed. 16 September 1941.



Co-driver's vision slit closed and the flexible 30 cal machine gun periscope closed. 16 September 1941.

tank commander on stanchions running from the race to the floor either side of the main gun. There was a protective covering running around the perimeter of the basket of the T6 made of expanded metal screening. This would be replaced with a perforated material in later models. This cover would protect the insides of the basket from coming in contact with objects in the lower hull and sponsons. This lightweight material would still offer ease of communication and visual aspects without adding to much additional weight to the tank. Stowage racks for 12 ready rounds of 75mm ammunition were provided along the outer portions. The turret traverse equipment was mounted to the race below and to

the right of the main gun. There was an adjustable seat for the gunner located to the right of the main gun; and in front of the tank commander's position attached to the floor of the basket.

The main armament was the 75mm M3 gun with a telescopic sight in the turret roof. This sight was linked to a new mount in the roof that would elevate with the gun giving a direct sight path with the gun. If this sight was damaged it could be easily replaced. A new gun mount was made designated the T48 and incorporated the 75mm main gun with a co-axial .30 cal machine gun and a gyrostabiliser unit. This was very similar to the stabiliser was used for the M6 37mm gun

in the M3. Elevation for the guns would be +25 to -12 degrees and was 360 degree traversable. This mount would later become the M34 gun mount used for the initial production runs of the early Sherman series.

The pilot model initially mounted the 75mm M2 gun as the newer M3 was in short supply. This would cause balance problems in the T48 mount as it was designed for the longer M3 75mm gun. To compensate, two counter weights were added to the end of the barrel.

An auxiliary machine gun turret was originally added to the main turret. This was only ever placed on the wooden mock up and in September 1941 was deleted

from the design. On the actual pilot model a split hatch was used to fill the hole left there. This split hatch would allow for easier access to the turret as the auxiliary cupola was cramped to say the least. Deleting the auxiliary turret also reduced the height of the tank by a foot.

There are two positions for radios in the T6. One position in the right hull sponson for a SCR 506 radio, these in command tanks only. This is shown added in both of the interior pictures I have seen of the T6 as well as the antenna for it fitted to the hull on external pictures. The T6 had the second radio in the turret bustle. This could be either the SCR 508, 528, or 538. A No. 19 British ▶



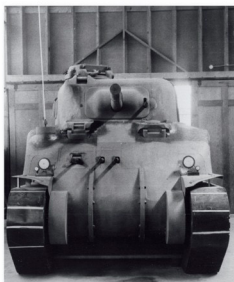
Think Tank - T6 MEDIUM TANK



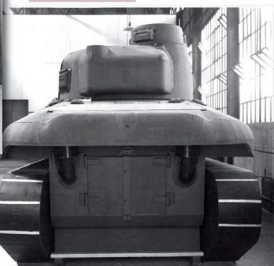
Engine deck of T6 with tools and tow rope in stowed position.



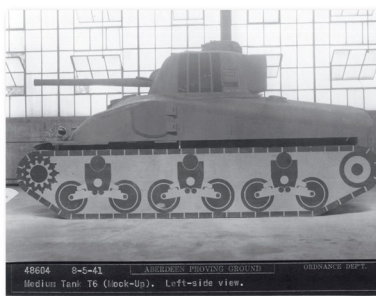
Front left three quarter view of T6 mock up complete with commander's .30 cal turret, though originally planned for the T6, was only on the mock up and not on pilot models. 22 August, 1941.



Front view of T6 mock up.



Rear view of T6 mock up.



Left side view of T6 Mock up. Note that the longer barreled 75mm gun is mounted.

radio set could also be used and installed in the bustle. Internal communications were through an interphone system set at each of the five crew stations.

Ammunition storage was 75 rounds of 75mm ammunition for the main gun, 1,200 rounds of .45 caliber for crew weapons, 10,000 rounds of .30 cal ammunition for the hull/ turret machine guns, with twelve hand grenades. Ammunition was stowed internally. 75mm ready rounds were stored around the turret basket and others in the sponsons and under the turret basket.

TRIALS AND DEVELOPMENTS

Improvements were made as trials began on the T6. These

included foul weather or dust cover attachment points for the hull machine guns, the longer M3 75mm main gun, and auxiliary external fuel cell mounts. These fuel cell mounts were the same added to the M3 light tanks with the drums able to be discarded in combat from inside the tank. There is a picture of a T6 with a one piece final drive differential housing and re arranged tool layout.

The T6 would never reach production or receive an M designation. There were numerous changes made to the T6 after the wooden mock up was finished, and even more on the production models. As far back as September 1941 it was found that the side doors weakened armour

protection and took up valuable ammunition storage space so these were deleted in favor of a floor escape hatch. All three of the hull mounted machine guns would have their mounts changed or removed. Both of the semi fixed 30 cal machine guns were found to be a nuisance and were deleted. The flexible machine gun mount changed to a ball mount for the third.

Even so, the T6 was used as a test platform for other improvements to later models. These would include an experimental armour piece to be added over the final drive differential housing.

Design of the T6 would lead to the medium tanks M4 and M4A1

in late 1941. There were many changes and improvements made to these new tanks. The first M4A1 produced at the Lima Locomotive works had the side doors welded shut. Following this, the production models would have the side doors completely removed. These initial models still retained the semi fixed machine guns in the hull front. The vision slits for driver and assistant driver were reduced to a single slit instead of the four in the T6. These would also have protectoscopes added for better protection and a different mechanism to open the armoured slit covers. The lifting rings in the front were strengthened and the lights changed to a different design with



A blurry shot of T6 in later trials with the improvements added and showing that tools have been moved to a different location as evidenced by the shovel on left behind turret. Also notice the solid one-piece final drive differential cover.



The final use of the T6 was as a platform for experimental projects such as this one for an experimental final drive differential cover armour.

added brush guards. These lights would stick with these models throughout the war. The only obvious change to the turret was the removal of the pistol ports and periscopes from both sides. The port on the right side was replaced by a solid port used for disposal of spent shell casings. Moving to the rear of the tank, the rear overhang of the upper hull was redesigned to a smoother contoured shape.

With these changes came a new engine deck that included new doors for engine maintenance and access ports to the rear sponsons. The tool arrangement would also change and the mounts for the external fuel cells left off.

CONCLUSION

From the humble beginning of the T6 and into the M4 and M4A1 Shermans, many more designs improvements and developments would take place. A total of 49,234 Sherman's were delivered by US manufacturers during the Second World War. There were other versions made by Canada called the Ram and Grizzly bringing the total up to 51,371. These would fight with Allied forces all around the world until the war's end and beyond. ■

ACKNOWLEDGEMENT

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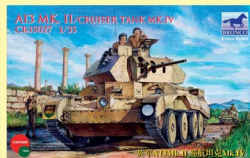
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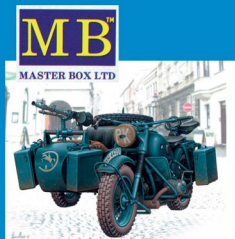
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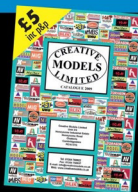
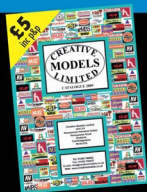
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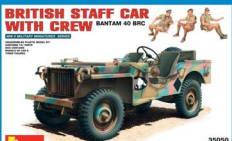


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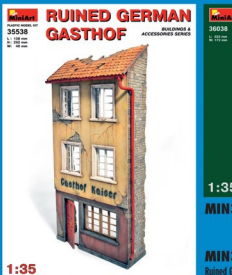
MIN35064 Soviet 57mm & 76mm shells w/Ammo Boxes



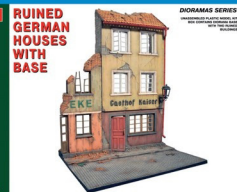
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Jim Wechsler backdates Tasca's 1:35 scale Sherman II using Tiger Model Design's resin conversion.



The main components of our conversion project.



IN THE BEGINNING THE SHERMAN T6 PROTOTYPE

Before the US Army ordered nearly 50,000 M4 Shermans and their variants, they wisely decided that building a few prototypes might be a good idea. The Sherman prototype was given the designation T6 and began testing in 1941.

As a self confessed Shermanaholic, I must admit that I nearly jumped for joy when I heard that Tiger Models was going to release a conversion set to make a T6. I can remember just a few years ago when you couldn't even buy an early production Sherman with direct vision ports and the M3 Lee style suspension, but now Tasca has come out with a superb rendering of that variant that provides the basis for a straightforward conversion.

The Tiger Models conversion set

uses much of the Tasca kit, most notably the lower hull, transmission cover, suspension and tracks. To that they mate a new upper hull, rear hull plate and turret shell which are designed, and do, fit perfectly on the Tasca parts. This makes it a pretty easy conversion.

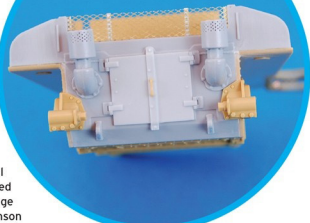
This set includes options to build either the initial prototype or one with some later modifications. The biggest difference is the gun barrel length and the type of counter weight added to it. For the later barrel, which was also used on the initial production Shermans, Tiger Models provides a nice metal barrel. However, I built the earlier configuration and for that a very nice resin barrel is included. So I also get a nice metal barrel as a spare for use on another model. Similarly, TMD also includes the M3 Lee style cupola which was only

seen mounted on the wooden mock up and not on the actual T6. It's a nice addition that I'm sure will find a home on an M3 I will build some day.

CONSTRUCTION

I started with the Tasca Sherman II kit, item no. 35014.

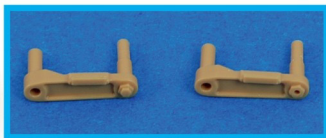
Initial construction pretty much follows the Tasca instructions. TMD provides a drop in replacement for the rear hull plate and otherwise the lower hull is assembled as indicated by Tasca. The one change is cutting back the sponson covers to be even with the rear hull plate. It was just a simple clip with sprue cutter to make this



The lower rear hull with conversion parts and details in place.



The upper hull assembled.
Fit is excellent.



A minor modification is required to the kit suspension.

modification and then a tiny bit of sanding to fair them in.

The 'pepper pot' exhausts used on the early Shermans are attached to the rear hull plate. The TMD renderings are quite nice and fit in place without a problem. One modification I made was to add the photoetch mesh to protect the large opening on the top of the rear plate. I have some photos of an initial production Sherman that shows this so I assumed it would

also be on the prototype.

The new TMD upper hull fits right in place and I only needed a tiny bit of filler to smooth out the gap between it and the sponson covers. Rounding out the basic hull construction is the excellent Tasca transmission cover. It has very nice detail but there are several pieces to be glued together that must have all gaps removed since they were actually cast integrally in the real part. I have built a few

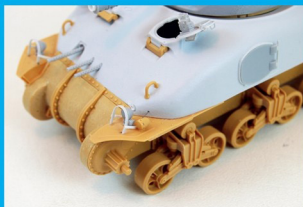
of the Tasca kits. My experience is that the best solution is to simply putty and sand these gaps and then retexture the whole part. It only takes a couple minutes and the finished look is much better.

With the hull assembled, I proceeded to build the suspension. There is a small modification to the bogie arm. The Tasca arms show a hex bolt head extending from the wheel axle but this is a later style arrangement and the photos of the T6 show that the hex bolt head is not there. There is a hole instead. It takes just minutes to shave off the hex bolt on the part and drill a small hole.

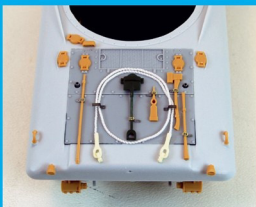
With the main hull and

suspension components completed, I turned to adding the details to the hull. The main difference from a production Sherman on the front glacis plate is that the headlights are a different configuration and are located on the fenders instead of the hull. The TMD set includes these pieces. They are pretty easy to assemble but the light guards are quite thin so you have to be real careful cutting them off the casting block.

One really nice addition is a super detailed driver's hatch. The Tasca parts are quite well done but the TMD ones are extraordinary. They consist of a number of pieces and you can actually turn the ▶



Delicate details are provided by Tiger Model Designs for the headlights and brush guards.



The rear deck is quite different in configuration to the M4 Sherman.



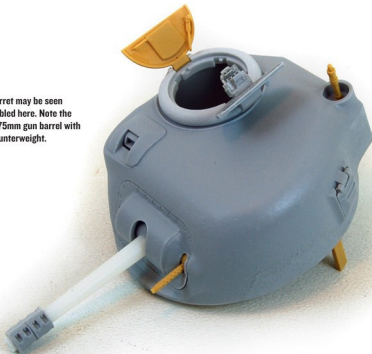
The super-detailed driver's hatch is quite extraordinary.

"I can remember just a few years ago when you couldn't even buy an early production Sherman with direct vision ports and the M3 Lee style suspension, but now Tasca has come out with a superb rendering that provides the basis for a straightforward conversion."



The assembled hull. So far, so good!

The turret may be seen assembled here. Note the short 75mm gun barrel with the counterweight.



The split commander's hatch replaced the planned machine gun turret.



◀ periscope in the hatch. Since I am leaving the hatch open, I just had to use it.

The rear deck of the hull is very different from the standard M4A1 Sherman. The engine deck is quite Spartan and lacks the air intake cover seen on production variants. The most obvious difference, however, is the layout of the pioneer tools and tow cable. I used the Tasca tools except the shovel because the photo included in the TMD instructions shows a different style shovel and mounting bracket that just happens to be included in the Academy Sherman kits, so I dug that one out of the spares bin. I also replaced the tow cable with one from Formations. The Tasca parts seem too small. Finally, I made the tool straps out of lead foil and used some left over photoetch buckles from an old Aber set.

The turret is a pretty easy to assemble. The conversion set does use the lower turret ring from the Tasca kit and the upper shell is designed to mate right to it. Of course you have to putty and sand the gap so some of the casting texture is lost. I just replaced it using Mr. Surfacer which just happened to be about the same color as the resin so that's why you can't see it too well. As I mentioned earlier in this article, I'm going to build the early T6 prototype and for that I used the resin barrel with the double counter weight. I also used the TMD mantlet instead of the Tasca part which is needed for the later version.

One thing that really caught my eye is that this early turret doesn't have any lifting rings or the roof mounted vent fan. It looks so barren!

I finished up the construction by adding the excellent TMD commander's cupola. Actually, the cupola ring itself is sold separately by TMD since and it doesn't have the mount for the .50 cal MG. The

conversion kit just gives you the replacement left hatch cover with the super detailed periscope mount.

PAINTING

I like to use a painting method traditionally called 'panel fading'. Nowadays it's also called post shading. No matter the terminology, the method is pretty simple and very forgiving of mistakes but you do need an airbrush.

I started out by painting the entire model in flat black. Then I painted Model Master Olive Drab on the model by filling in the 'panels'. A panel is any section of the model that can be distinguished from another section. Each piece of the transmission cover for example. I start in the middle of the panel and work out to the edges. But I don't

go all the way to the edges so some of the flat black still shows through. A key aspect of this method is to NOT be very careful. The more random and ragged the edges, the better the effect.

After the Olive Drab, I repeated this process using Model Master Faded Olive Drab but mostly in the center of the panels. This three step process really gives a lot of 'depth' to the paint and makes future weathering much easier.

I wrapped up the general painting by giving the entire model a light dry brushing using Model Master Afrika Dunkelgrau. This is a gray/tan color that is very complimentary to dark green paint schemes. I use a wide, flat brush and I'll typically just lightly go over the entire model so some of the casting texture on the hull and

turret will get highlighted as well.

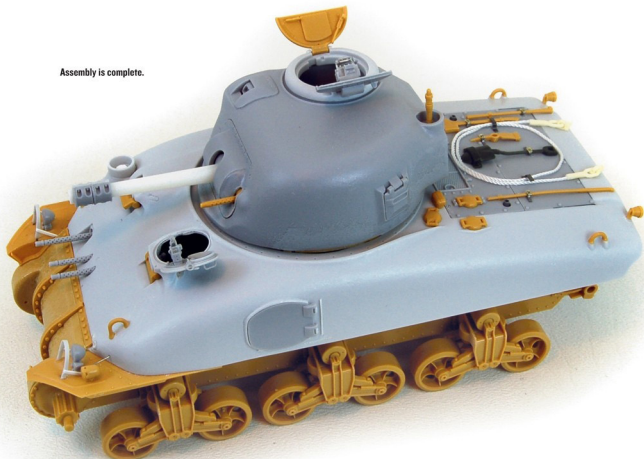
With the dry brushing completed, I painted the few details. Really this is just the tools, the hatch pads, and the machine gun barrels. I like to paint all of these items before any weathering so they will be integrated into the final look by the weathering steps. Once finished, I gave the entire model a flat coat.

WEATHERING

The first step in weathering is to give the model a general wash/filter using Raw Umber oil paint. I thin this to a ratio of roughly 20% paint and 80% thinner using a very weak thinner so it won't attack the base paint.

My method for applying the wash is simple. I just use a wide flat brush and go over the entire

Assembly is complete.



model. Since the model has been flat coated, the wash also acts like a filter and causes a subtle but very desirable change in the paint color. Of note is that all of the model gets slightly darker but the dry brushed areas have a greater color change and the effect is to blend in the dry brushing to achieve an integrated look.

Once the wash has dried, I added a couple of streaks using oil paint and some fuel stains, again with oil paint. I'm going to be showing the T6 in field trails so I wanted it to look a little dirty.

Next is a step I call 'dusting'. This is an old trick of using thinned Tamiya Buff paint to simulate dust build up. It's really just a matter of airbrushing in it multiple layers over the parts of the model that you wish to look dusty. Since the paint is thinned, initially it looks like nothing is happening. But after about 5 - 10 passes, the color starts to change.

I did this for the lower hull, suspension and rear hull. To achieve an integrated look, I feathered it up along the upper hull but very lightly. One really nice benefit of this technique is that it allows you to use less pigments. Since pigments are quite strong, they can often blend out details so

this method helps get the dusty look without having to cover an area in pigments.

I kept the pigments to a minimum and really only added a little bit to the lower hull, suspension and tracks. The pigments I used are a 'Home Brew' of MIG Pigments. The base is European Dust and to it I add a mix of Light Dust and Dry Mud. The result is a lighter and tanner color than straight European Dust.

The tracks are from the Tasca kit, which fit well thanks to the adjustable idler provided in the Tasca kit.

CREW

I dug out a couple of spare figures I had saved for the tank crew. The commander is from a Tamiya Sherman kit with a resin head. The driver is a resin bust that I must have saved a long time ago because I have no idea where it came from. I knew I'd use it someday!

THE SCENE

There really aren't a lot of options for placing the T6 in an action scene. The vehicle certainly never went into combat so the most I could see doing was to show it on field trials. Then two excellent



Post-shading was applied for a varied finish.

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Detail painting and an oil wash have been added here.



A blend of MIG pigments finished off the weathering.

Tamiya Buff paint was used to simulate dust build up.



"I decided to create a scene with a General standing next to the T6 in 'combat pose' while a photographer is taking his picture."

Warriors figures went on sale and I got an idea. I decided to create a scene with a General standing next to the T6 in 'combat pose' while a photographer is taking his picture. You may not realize it but quite a few of the better known 'action' photos are actually staged in this way. I don't know if this ever happened with the T6 but it seemed reasonable considering it was the latest and greatest tank in the U.S. arsenal.

The base is just a sheet of 3mm thick styrene plastic that I bought online from Plastruct. I added the two small hills which I cut from polyurethane foam used for refrigerator insulation. I sheathed it in 0.5mm styrene. The nice thing

about using styrene is that you can use the standard model glues and putty to get it all glued together and then sanded smooth.

The two figures are excellent castings and were thankfully already in the poses I wanted. By making the small hill on the front left, I was able to elevate the photographer to add a little emphasis to the scene.

The bulk of the ground work is made up from dirt. I grabbed out of my backyard. As a friend once told me, nothing looks more like dirt than... dirt! I mixed it with a powdered wall repair product called 'Fixall' that I got at my local hardware store, a bit of brown paint, some white glue and water.

My experience is that it's best to get a consistency like that of chocolate pudding and then just spread it right on. The grass is a mixture of products from a company called Woodland Scenics which makes items for the model railroad hobby.

ALL DONE

So that's it. This turned out to be a very simple conversion project thanks to Tiger Models making such a straight forward set of parts. The T6 is an important starting point in the Sherman story so it is great to finally be able to make a model of this vehicle. ■

Modelspec

1:35 Tiger Model Designs T6 Sherman Prototype

KIT No. 25200

1:35 Tasca Sherman II Direct Vision Type

KIT No. 35-014

Materials

Tiger Model Designs Conversion - Gray coloured resin, clear resin, metal barrel, Tasca Donor Kit - Injection moulded tan coloured polystyrene, polycaps, waterslide decals, woven cord.

Paints used

Testor Model Master Enamels 1749 Flat Black, 2050 Olive Drab, 2051 Faded Olive Drab, 2103 Afrika Dunkelgrau.

Accessories Used

Formations US Cables and Clamps, KIT No. F013

References Used

The Sherman, published by Arco Publishing Co. ISBN 0-66800064-5
British and American Tanks of World War Two, published by Cassell Book, ISBN 0-304-35529-1

✓ Easy conversion; excellent detail on both the kit and the conversion parts; high quality casting; good fit.

✗ Small gap between upper hull and sponson covers.

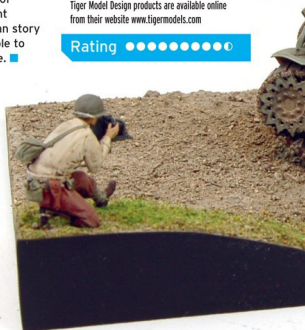
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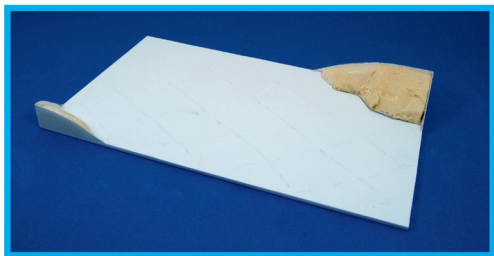
Tiger Model Design products are available online from their website www.tigermodels.com

Rating ●●●●●●●●



The three figures tell the story of a General standing next to the T6 in a combat pose.





The base is just a sheet of 3mm thick styrene plastic with two small hills added.



The two Warriors figures are excellent castings.



The family resemblance between the T6 and the M4 Sherman is unmistakable. Tiger Model Designs' T6 conversion is well detailed and easy to build.

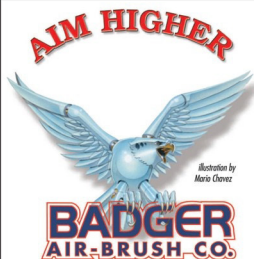


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EURO MILITAIRE 2009

Marcus Nicholls heads south to attend the UK's premier military modelling event.

I am ashamed to say that prior to the 2009 show, I hadn't visited Euro Militaire for a few years, as it always clashed with busy weekends at home or other modelling events, so I made a firm date in my diary for the 2009 show (September 19/20th) and I'm glad I did. Euro Militaire is always an appealing mix of three main elements; fantastic models in the competition area, an excellent selection of vendors plus a gathering of old and new friends. The combination is a compelling reason not to miss this yearly event as I don't think many other modelling shows can lay claim to such a concentration of sheer talent.

As always, Euro Militaire took place at the Leas Cliff Hall, Folkestone, an unusual venue that is partially embedded within the cliffs of the Kent coast, overlooking the channel and directly opposite the 'Cap Gris-Nez' in the Pas de Calais. For those unfamiliar with the UK's geography, it's in the very bottom south-east corner of the country. The main hall and balcony houses the vendors, downstairs in the lower suits play host to the clubs and competition area and this is the place to see some of the best military models, dioramas and figures in the world and when you visit, you'll spend most of your time down there, craning your neck to get a close look at the models. I'd like to say thanks to all the friendly folk I bumped into, including Ray, James and Sheeds who made the long trip from Australia to visit the show and of course take in other parts of the UK and Europe - good to meet you chaps, as well as Mario, Bernard, Andy, Spencer, Adam, Noel, Pekka, Staf and everyone else!

Here's a selection of photos from the event; by no means everything that was on show, but hopefully they'll give you a flavour of what to expect. See you there next year for the 25th anniversary! ■



A very subtle faded panzer-grey weathering treatment here on the diminutive Panzer I.



Andy Taylor's KO'd Iraqi T-55 appeared in TMMI Issue 167, it was good to see it again!



Mario Eens executed the weathering to perfection on his Panzer I.

Adam Wilder's stunning Jagdflieger looked even better in the 'flesh'.

Staf Snijders FlakPanzer 38(t) looked amazing in its contrasty 'splinter' camo.

Very well airbrushed two-tone grey/sand camouflage on the PzII.





Ivan Cocker's Leningrad 1944 diorama was extremely poignant.



Spencer Pollard's extraordinary workshop diorama was deeply impressive piece of work.



Johan Folin brought together an RSO and artillery piece to create this characterful scene.



Very neat dusty weathering on this FT-17.



Hard to believe, but this StuGIV is in 1:72 scale! Alex Clark's magic touch with this scale is incredible to behold.



An SAS Jeep always makes an attractive modelling subject and this example was particularly well done.



The model displays were popular as ever, and everyone wanted their own souvenir photos!



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Adam Wilder's VK3001 sported the visually stunning modulation technique.



Another small scale model that looks much larger! Stunning work from Alex Clark.

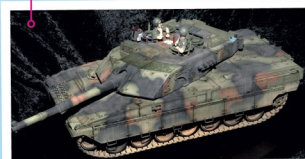


This Unimog and trailer combination was impeccably weathered and looked great on its diorama.

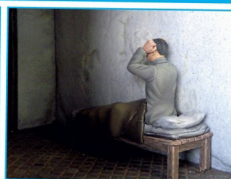
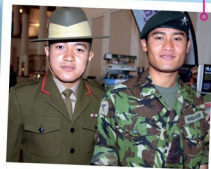
The Gurkha regiment were guests of honour and they looked absolutely magnificent in full uniform and kukris!



The Flakpanzer 38(t) is a very popular modelling subject, and this example was very subtly finished.



Fantastic shading in evidence on this Italian army Ariete MBT.



BEST OF SHOW

The 'Best of Show' at Euro Militaire 2009 was this incredible box-diorama entitled 'Some Bad Nightmares' by John Schley, depicting a scene from the Nuremberg trials, 1945. A prisoner in his cell is haunted by images of Holocaust victims, extremely moving and very well done.



From the left: Andy Taylor and Spencer Pollard (UK) and Anthony Sheedy from Australia.



Bernhard Lustig from Germany - we think he didn't want his photo taken!

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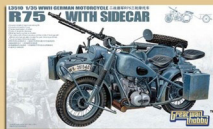
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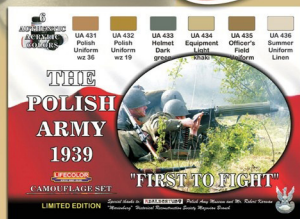
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Sam Dwyer and Anthony Sheedy join forces to build, paint and weather Dragon's disguised Panther, as used during the Battle of the Bulge. Sam takes up the story...



ERZATZ M10

Panzer Brigade 150, or SS Panzer Brigade 150, was formed in 1944 to take part in the Ardennes offensive. It was tasked with the capture of the bridges at Aachen, Engis and Huy. The Brigade was infamous for including English-speaking members wearing American Army uniforms to cause disruption and disinformation behind the American lines. The Brigade was issued captured Allied

equipment and had two Sherman tanks (which never saw action due to mechanical problems) and German vehicles were modified to resemble Allied armoured vehicles.

The new brigade needed vehicles and uniforms. It was deemed that 15 tanks, 20 armoured cars, 20 self-propelled guns, 100 jeeps, 40 motorcycles, 120 trucks, as well as British and US Army uniforms would be required to equip the unit. The equipment delivered

fell short of the requirements, including only two Sherman tanks in poor condition, and the unit commander, Otto Skorzeny had to use German substitutes - 5 tanks and 6 armoured cars. The brigade was also flooded with Polish and Russian equipment sent by units who had no idea what the request was for. As far as English-speaking soldiers went, only 10 men who spoke perfect English and had some knowledge of American idiom

were found, 30-40 men who spoke English well but had no knowledge of slang, 120-150 who spoke English moderately well, and 200 or so who had learned English at school.

As for armour - the unit had to make do with their Panther tanks disguised to look like US tanks, in this case the M10 tank destroyer. This was done by removing the tank cupolas and disguising the hulls and turrets

with thin sheet metal, and giving them a coat of green paint, and spurious US markings. The problem of recognition by their own forces was crucial. The tank crews identified themselves by various methods: displaying a small yellow triangle at the rear of their vehicles; tanks getting their guns pointing in the nine o'clock position; troops wearing pink or blue scarves and removing their helmets; and flashes from a blue or red torch at night.

As the brigade prepared for action, rumours began to fly that they were to relieve the besieged towns of Dunkirk or Lorient, retake Antwerp, or to capture the Allied Supreme Command at SHAEF at Paris. It was not until 10 December that Skorzeny's own commanders were made aware of the brigade's true plans. Panzer Brigade 150 was to attempt to capture at least two of the bridges over the Meuse river at Amay, Huy, and Andenne before they could be destroyed, the troops to begin their operation when the Panzer advance reached the Hohes Venn, between the

Ardennes and the Eifel highlands. The three groups Kampfgruppe X, Kampfgruppe Y, and Kampfgruppe Z) would then move towards the separate bridges.

When Unternehmen Greif started, the brigade was held up in the massive traffic jams that caused major problems for the entire offensive. After losing two days, the original goals of the brigade were abandoned and it fought as a regular formation. Within a week, all five modified Panthers were either knocked out, or abandoned due to lack of fuel.

PANTHER TO M10

This vehicle has long been a favourite of mine. The combination of German armour and the effort in trying to pass this vehicle off as a US vehicle always appealed. This model has been a future release in Dragon's catalogue for longer than I care to remember. It is great that it has now finally been released! This model builds on the already brilliant Dragon Smart Kit Panther G, and adds all the disguise parts. One can't build a regular Panther G from this model, or at least not without some serious modifications.

Construction starts with the suspension components, as usual. Dragon spent a lot of time and effort in getting the suspension spot on with their Panther G. It is a joy to put together

"This model builds on the already brilliant Dragon Smart Kit Panther G, and adds all the disguise parts."

and with sparing use of glue, remains workable. Dragon include the correct offset and disparate suspension arms as per the real thing. It is just a shame that it is all hidden behind the road wheels. Such is the ease of construction that within an hour or so I had the hull parts together. Dragon supplies an entirely new upper hull, modified in a way so as to accept the front and rear hull disguise parts. While this is a good thing, in doing so they have altered the fit of the rear plate/hull top join. Regardless of how much fiddling and adjusting I attempted, the join still needed filler. Luckily, most of this join is hidden by the rear hull disguise part. Dragon has also altered the strip of hull roof armour in front of the drivers and operators hatches. On the real thing, this strip of armour was 1cm, thicker than the surrounding armour. The kit now reflects this.

This model was built with only minor detailing. As yet there are no

etch or resin detail sets available for it, and frankly it doesn't need it. I started off by adding some weld remnants to the hull sides. Images of the real thing show there were some remnants of welds that held tool and spare track brackets on the hull sides. I added these welds using Plastruc 10 thou styrene rod. I cut these into 1-2mm lengths and glued them on using regular liquid glue, and when dry, textured the rod by first softening it again with glue and using an old No.11 exacto blade. I drilled out the kit exhausts and replaced the strengthening rod with some 10 thou rod. I used some left over Anvil resin Panther track links, in place of the Dragon Magic Track included in the kit. These links, sadly no longer in production, are more finely detailed than the kit parts, and it is easy to drill out the holes for track pins. Episcopo guards on the hull roof were replaced with brass strip. Of course I also added welds where these

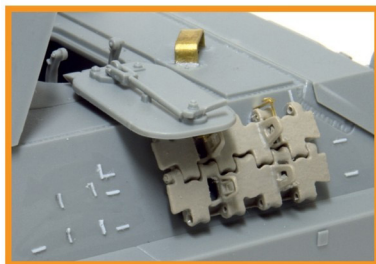


If you squint, you'd almost think that this was a real M10. There is conjecture as to how effective this disguise was. It seems that all of these vehicles were knocked out by the end of the Battle of the Bulge.

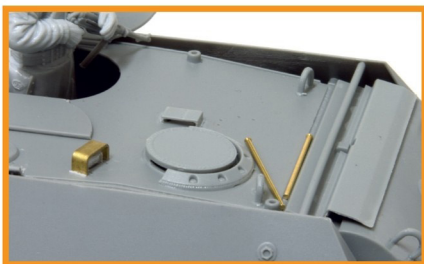
This kit was built largely out of the box. The only major additions were tracks and a barrel. Dragon's kit is a great representation of a unique subject



I replaced the kit episcoped guards with some bent brass stock. The kit parts aren't terrible, but replacing them makes a huge difference.



More weld remnants. These were from the jack block bracket and forward tool bracket. Note also I have added a weld to the replacement episcoped guard on the hull top. Welds everywhere!



More spare track pins. These Adler's Nest items are exquisitely detailed, to the point that they have a hole in one end for a tiny cutter pin to be added. If you could make one that small, that is, and had an electron microscope handy to assist threading it!

◀ were attached to armour plate.

Moving to the engine deck, I added four mounting bolts to the rectangular engine mesh screens, and some brass wire mounting strips around the circular vents. The circular mesh was held on by a sturdy wire circle on the real deal. This is best simulated by wrapping fine wire around some thicker wire then gluing it over the top of the kit mesh. More welds were added to the engine deck area. I know I sound like I am harping on about welds, but once you start adding them, you realise that you have to add ALL of them! Finally, I used the rounded end of a paint

brush to push in the deck mesh so that it did not look all new and smooth. This stuff took a beating and always looks better with some damage. I decided to use Friul metal tracks to replace the kit supplied plastic Magic Track. I prefer the way this track sits on the Dragon suspension. I think that the kit supplied track tends to give the model a 'pigeon toed' look once the glue dries.

The turret went together just as quickly as the hull - well even faster! In fact it was built as per the kit instructions, save for an Aber gun barrel and a replacement episcoped guard made from brass

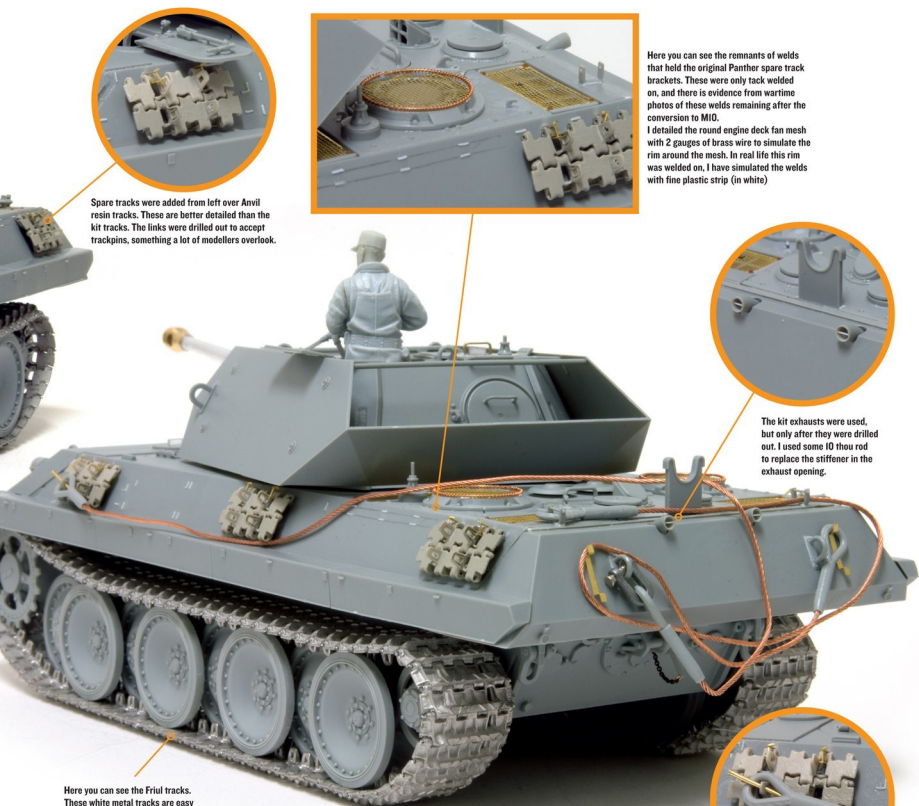
strip. Oh and some welds! I found that the turret disguise part didn't fit as well as I'd like. Some gentle coaxing with warm water seemed to make it fit better. Dragon should be commended though on how thin this part is, its wafer thin!

It was at this point that I handed the model over to Anthony Sheedy to paint - He was at my place admiring the model and asked if he could paint it. Why not?

TAG! PAINTING BY ANTHONY SHEEDY

Upon receiving the model from Sam, first thing I did was to give it a good blast with Tamiya grey primer. This provides a uniform

surface to apply paint. I started by applying some remnants of original camouflage pattern, dark yellow base followed by a very soft mottle of green and brown. These were just some colours I had handy - Gunze H313 for the Dark Yellow and 340 and 406 for the Green and Red Brown respectively. Completing the leftover paint job, I applied a turret number to the turret rear. It was important to add this before adding the final green camouflage overspray. I am not 100% convinced that the Germans captured US paint stocks. I think that it is more likely that these vehicles were painted with German



Spare tracks were added from left over Anvil resin tracks. These are better detailed than the kit tracks. The links were drilled out to accept trackpins, something a lot of modellers overlook.

Here you can see the remnants of welds that held the original Panther spare track brackets. These were only tack welded on, and there is evidence from wartime photos of these welds remaining after the conversion to M10. I detailed the round engine deck fan mesh with 2 gauges of brass wire to simulate the rim around the mesh. In real life this rim was welded on. I have simulated the welds with fine plastic strip (in white)

The kit exhausts were used, but only after they were drilled out. I used some IO thou rod to replace the stiffener in the exhaust opening.

Here you can see the Friul tracks. These white metal tracks are easy to assemble and capture the heavy look of Panther tracks perfectly.

Tow cables were replaced with Karaya copper cable. This is very soft and malleable, far easier to use than the kit supplied tow cable. I used an Adlers' Nest Panther track pin to secure the front tow eye. The tow cables were arranged in a way to look like they have been stowed by the crew in a hurry. These details really add a personal touch to the model. Care was taken to ensure the tow cables sat 'heavily'. In real life these are stiff and difficult to handle and bend.

colours. I wanted to get away from regular German armour colours, so used Gunze H422, a Luftwaffe colour. This was sprayed over the model, ensuring that there was still some traces of that tri colour camouflage still showing through. I left the wheels in the original sand paint, figuring that these wouldn't have been painted, and in any event would be heavily muddled up by the end of the process!

I applied the kit markings, which went down typically well over Gunze paint. I didn't even bother to apply a coat of Future. I brush painted some darker green into the centre of the circles, around

the stars, war time shots of these vehicles show that this area looked darker, like it had been painted in later to tidy up the markings.

I kicked off weathering by giving the model a very light post shade, just to define some detail and add some shadow here and there. I wanted to get away from this look as I feel that sometimes it darkens a model too much. I then used oil paints to begin fading and adding wear to the green paint. I started off using light browns and greys, first applying the paint straight to the model then fading and blending it in with a brush moistened with clean thinners. I used lighter

colours like sand and whites on the horizontal and upper surfaces, and applied a wash to the running gear to add some definition, before handing the whole thing back to Sam to finish off.

MEANWHILE, BACK WITH SAM...

The model was really looking fantastic at this stage, Anthony's weathering and paint job was top notch. First thing I did was to add a raw umber wash, using artist oil paints. This tends to unify the weathering and base coat, and also adds some more definition and shadow to the darker areas. I also painted up all the

smaller details like tyres, the D shaped tow shackles and the tow cables themselves, as I wanted to include these in the weathering process rather than weather them separately later. At this point I also started weathering the tracks. Friul tracks are made of a white metal substance that takes paint well. For this model however, I used Blacken It. This is a blue liquid that adds a dark brown/rusty patina to metal parts, originally designed for blackening model railroad tracks. I put the tracks in a plastic container, poured a whole bottle of Blacken it over the lot, agitated it so that the solution got into all



This is how the model came back to me, painted. The paintwork is already looking faded and scrappy, just how I like it! Note the remnant of original camouflage poking through here and there.



The star decals came with the DML kit and went on perfectly. Anthony painted a darker green between the star and the circle surrounding it, as per wartime shots of the real thing. Note also the original Panther marking on the turret rear.

Here we see the paint being faded. Anthony and I used oil paints to fade the paintwork on this kit, a departure from the more common pigments fester! Oil paints are a subtle and realistic alternative to the pastel bomb process so common these days.



Blacken It was used to patina the tracks, a quick and effective method of painting and weathering the tracks in one process. Here I have also painted the road wheel tyres, ready for the next step, mud!

the nooks of the tracks and then let it sit for about 15 minutes. By this stage, the tracks are a grungy brown colour, and so is the Blacken It. I rinsed and dried the tracks, and got about completing the weathering on the tank.

Early in the Ardennes offensive there was no snow as such, but it was still winter so there would be mud aplenty. I added a mud mix made of ground up pastels chalks, Tamiya XF-52 flat earth paint and some cheap artist texture medium to the running gear and the lower hull. At this stage it is all about adding texture. The colour, so long as its brown, is almost

unimportant. Continuing on from Anthony's weathering process on the paintwork, I used oil paints to add light and shade, texture and visual interest to the mud once it had dried. Lighter shades of oil paints indicate dried mud, darker shades around the edges of the wheels indicate fresher, wet mud. This process was done a number of times to ensure it doesn't end up as a one coloured amorphous mess, with no colour or interest at all. I finished off the running gear with a thicker black wash added to the wheel hub area, signifying leaking hub seals, a very common feature of war time vehicles.

Given that these vehicles were probably only in service for less than a month, I didn't want to go too crazy on the weathering and chipping, nor did I want to leave the model as a dull green slab! In real life the crew would have entered and exited the vehicle the same way every day, so the paint would wear, therefore I added some very light chips and scrapes to the paint in logical areas where this would occur, around hatches, handles, and edges. Items that saw a lot of use, like tow cables got a little heavier weathering treatments, compare the tow cable ends to other parts of the finished model!

FIGURE AND FINISHING TOUCHES

I wanted a figure to top the whole model off. I used a beautiful Alpine Miniatures US tank crew figure, and with a replacement German head, and his M3 grease gun with a German MP40. The figure was painted exclusively with Vallejo acrylic paints in the Dickson Ho style. Some finishing touches were added to give the model a personal touch - a map of the Ardennes and binoculars for the Commander, some spare track pins here and there, and some Jerry cans were placed in the rear turret nook, and the model was done.

Thanks to Anthony Sheedy for his surgical airbrush and weathering work! ■



Mud was added to the lower surfaces of the model, using a mix of Tamiya dark earth paint, artist's acrylic texture medium, and brown pastel chalks. At this stage it is a little monotone in colour.



With the application of successive layers of oil paint, we bring the mud to life with tonal variation - darker mud around the outside of the wheels, lighter, or drier mud on the inner parts.



Here we can see a couple of different textures and colours of mud. It is always good to mix colours and textures to avoid your model looking drab and lifeless!



It is all coming together now. Tracks are on and fully weathered. The mud on the hull and running gear is multi-coloured and has interesting texture. The spare tracks and tow cable ends are painted and weathered.

Modelspec

Dragon 1:35 Ersatz M10 - Smart

Kit No. 6561

Resources

Aber 35 L-56 Panther late barrel,
Friedl AT-108 Panther track,
Alpine 35010 WW2 US Tanker.

Paints used

Gunze-Sangyo: H313 Yellow, H340 light green,
H406 Chocolate brown, H422 Light Green.
Winsor and Newton:
Raw Umber, Lamp black, Titanium White, Yellow Ochre, Van Dyke brown, Naples Yellow.

- ✓ Great detailing, fit of parts (mostly) truly unique subject, another Panther on the market!
- ✗ Some fit of parts could be better in some places, can't build a regular Panther from this kit.

Available from

Dragon kits are available from all good model shops Worldwide and are distributed in the UK by The Hobby Company Limited. www.hobbyco.net

Rating ●●●●●●●●



Here I added chips using a combination of sponge and a fine paintbrush. I used Vallejo camouflage black brown as the colour for the chips. Areas of natural wear, like corners and edges received more attention here.



Areas around hatches and detail that would be handled by the crew also got some chipping action. Its important to keep the weathering relevant and cohesive, no point chipping an area that sees no foot traffic, or wasn't handled or couldn't be damaged by passing too close.



The Alpine US tank crew was added last, along with some personal touches like a map of the Ardennes and a pair of binoculars. Pink or blue scarves were worn by Pz Bde 150 tankers as a means of identifying others in the unit.



Final touches. Jerry cans were painted and weathered, then placed in the nook created by the disguise turret parts. The tow cables were painted up and added, and fuel spills added to the engine deck

And we're done. See, Olive Drab doesn't have to mean completely drab!





Markings are offered for three options on the Eastern Front and Hungary 1945.



Tread pattern on the vinyl tyres looks great. The suspension is fitted with real metal springs.

FOUR WHEEL DRIVE, WEHRMACHT STYLE

Tristar has taken a completely fresh approach to the German Leichter Panzerspähwagen with their brand new 1:35 scale Sd.Kfz. 222. **The Editor** checks it out.

The German Leichter Panzerspähwagen was a family of light four-wheel drive armoured cars used mainly by the reconnaissance battalions of Panzer Divisions during the Second World War.

Commencing production in 1935, the series started with the Sd.Kfz. 221. This vehicle was based on the chassis of the s.Pkw. I Horch 801 heavy car fitted with sloped armour and an MG34 machine gun. The Sd.Kfz. 221 was manned by a crew of two.

The Sd.Kfz. 222 featured a modified turret, upgunned with a 2 cm KwK 30 L/55 autocannon and a 7.92 mm MG34 machine gun. The crew was increased to three.

The Sd.Kfz. 223 was a radio car version of the 222. It was fitted

with additional radio equipment and a large bed-frame antenna.

The Leichter Panzerspähwagen saw action in Poland, France and the Low Countries, the Balkans, North Africa, the Soviet Union and in defence of the Reich. These light armoured cars performed well on sealed roads but struggled in the mud and snow of the Eastern Front, despite their four-wheel drive and four-wheel steering. Even so, production continued until 1944, and this versatile vehicle remained in service until the very end of the war in Europe.

This is not the first Sd.Kfz. 222 that we have seen in 1:35 scale. Tamiya released their Leichter Panzerspähwagen in the 1970s, which was a great kit in its day. Tamiya re-released and upgraded their Sd.Kfz. 222 and 223 kits in 2003 with a metal 2cm gun barrel and accessories, but the basic models remain the product of an earlier era.

Enter Tristar in 2009 with its all-new 1:35 scale Sd.Kfz. 222. The kit comprises 282 parts in tan coloured plastic, six parts in clear, four vinyl tyres, two photo-etched frets and eight metal springs.

The model represents the later production version with the larger driver's vision port. The upper and lower hulls are supplied in one-piece each. Weld beads are subtly done on the hull and the turret.

The chassis is made up from multiple parts, including the transmissions and suspension. The suspension boasts lovely detail including metal springs and individual steering rods. It would appear that the wheels and steering rods may be off to any angle.

The fighting compartment bristles with authentic interior detail. The sidewalls are fitted

with separate parts for structural detail and stowage, while the seats and driver's paraphernalia look great. Instrument dials are supplied on the decal sheet. Vision blocks are clear parts, and separate frames will further enhance their interior appearance. The two large side doors are separate parts, so you may admire all of your handwork even after the hull has been buttoned up.

The gunner's station with its 2 cm cannon and MG34 machine gun is a mini-model in its own right. Detail is exquisite, and the barrels are both hollowed out at the end.

The turret is provided as a single piece for the main section. The thickness of the plastic looks a little over scale at the top of the turret, but this will be completely hidden if the mesh grenade covers are fitted in the closed position. These covers are beautifully done, with thick photo-etch provided for the frame and thinner metal for the mesh. The woven texture of the mesh is very impressive. These photo-etched elements are further enhanced with fine plastic parts. Photo-etched non-slip surfaces are fitted behind the turret too.

An engine is not included in the kit, but the engine hatches are separate so we can probably expect something in the future from either Tristar or from the after-market.

Instructions are offered over 16 illustrated steps. Surprisingly, there are no colour callouts for the interior, so additional references will be helpful.

Tristar's 1:35 scale Sd.Kfz. 222 is a little jewel of a model. Detail is extraordinary inside and out. I can't wait to start mine! ■

Thanks to Tristar for the sample:
www.tristar-model.com



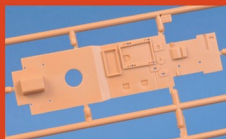
The lovely one-piece upper hull moulding, complete with subtle weld beads, raised rivets and hinge detail.



The lower hull features openings for the separate doors.



Weld beads are very nice on the turret too.



The floor is the base for full fighting compartment detail.



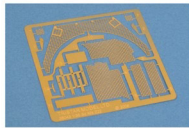
Fabric texture on the spare wheel cover is very convincing.



Wheel hub detail is crisp.



Two photo-etched frets are included. The first is thicker for the turret cover framework...



...and the second, thinner, with the woven mesh and smaller details.

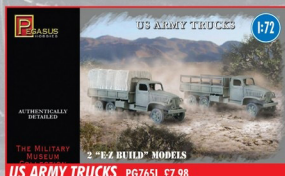


Clear parts are provided for vision blocks and headlight covers.

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JUST CHILLIN'

Matt Edwards sets AFV Club's 1:35 scale Centurion Mk. 5/1 in a jungle scene.



"AFV Club should be congratulated on producing a very good, finely detailed version of the Centurion..."



I have always admired the Centurion tank and also the Australian soldier. Having served alongside a few, there were many times when I spent hours laughing at the exploits that they related to me of theirs and others deeds whilst serving in Vietnam and elsewhere (and yes Skippy Shivers - that includes you). So when I spotted the Australian Centurion Mk. 5/1 on a stall at a local model show I thought I would take a break from WWII and tackle this new kit produced by AFV Club.

The Australian Army placed an order for the Centurion in the late 1940s, but these tanks were redirected to British units fighting in Korea.

The Australians finally received their order of Centurion Mk.3s in 1952. These Centurions were upgraded either in the UK or in Australia to the Mk. 5 standard. From 1967, they were again upgraded to Mk. 5/1. This upgrade included infrared night vision capability for the commander, gun aimer and driver. Other upgrades included additional armour added to the glacis plate as well as a ranging machine gun, which fired from the mantlet beside the co-axial mg.

In 1968, the Royal Australian Armoured Corps were deployed on operation to Vietnam using the Mk. 5/1 Centurion. Once in theatre, supplementary modifications were carried out due to the experience of the crews in close country and jungle. Some of these are included in the kit and some will have to be added by the modeller once they have decided on a specific vehicle.

I have a few books on the Centurion and after reading several reviews of this kit I thought I had better buy the book called 'Military Briefs Number 3 Australian Centurions in Vietnam' by Shane Lovell. I cannot recommend this book high enough as I referred to it constantly throughout the build.

AFV CLUB'S CENTURION

I am sure many of you will be aware that the AFV Club Centurion kits are leaps and bounds ahead of the old Tamiya offering with regards to detail and precision. That said, I still have one in the loft that I intend to build one day.

Markings are provided for five vehicles used in Vietnam. These are well printed although they are a little risqué and may not be suitable for the younger modeller.

In my kit I was lucky enough to get a bonus resin figure of an Australian tank commander but he may not be included in every boxing.

The instructions are printed in a black and white 15 page booklet and feature exploded views of the assembly sequence, but study them carefully as some are quite

intricate.

I purchased an Eduard set and separate track links produced by AFV Club for a little extra detail.

CONSTRUCTION

Construction commences with the suspension bogie units. Do follow stages 1 and 2 closely and be careful with parts E20 in stage 2 as they are delicate and easily broken.

Also in stage 2, the instructions state to melt the pin heads with a heated nail. I ignored this as once the glue had set it was quite safe to cut the pin heads off.

Stage 3 covers the attachment on the inner road wheels and road wheel rims. I had some difficulty gluing parts R5 and E11. I eventually resorted to using super glue to secure them.

In stage 4 we fit the outer road wheels. Again, I used super glue when attaching the outer wheel to the inner. Parts E1 (wheel hub) had a small sink mark that had to be filled and sanded before it could be used.

Stages 5 and 6 illustrate the construction of the bogie wheels idlers and return rollers to the hull. The moulded detail on these parts, when checked against my references, were first class. Not mentioned within this stage are the idler mount bolts, but these can be found on sprue H. I would recommend consulting any references you may have for their exact location.

Stage 7 deals with the rear of the vehicle and the assembly of the towing shackles and lower heat deflector. This part can be replaced if using the Eduard set however I chose not to as it cannot really be seen on the finished article. Take care on parts C17 as this is very fragile and the finely moulded handles could be snapped off when attaching to the model. When parts B13 and B14 were glued together a join was visible and need to be filled and sanded.

Stage 8 sees the construction of the upper part of the heat deflector. Once again care is needed when assembling to the rear of the model just take your time.

Stage 9, 10 and 11 will have us build the upper hull, front glacis, auxiliary fuel tank and small fixtures and fittings to the rear of the engine deck. Attention is required, especially in stage 10, to mate these parts correctly. Parts B29 in stage 11 are extremely fine so caution is required when removing them from their sprue as they can easily be launched into the shag pile! It was during this assembly sequence that some of the Eduard parts were used. This was not absolutely necessary as the kit parts are more than adequate. I also installed the AFV Club individual link tracks. The vinyl tracks are adequate but the ▶

AFV Club's Centurion is a big improvement over the old Tamiya kit.



◀ individual tracks offer sharper detail and only needed a little clean up.

Stages 12, 13 and 14 shows us how to put together the vehicle's fenders, stowage boxes, tools with their attachments and the exhaust housing. I encountered no problems in the construction of these parts. I did, however, hollow out the exhausts referring again to my references for guidance. Overall detail was good and only the tool clamps were replaced with Eduard items.

In Stage 15 I removed the moulded on parts for the spare wheels and replaced them with Eduard items, moving the right hand one slightly lower. This was done on the real vehicle so as

not to impede the driver's vision. Before adding part F23 you will have to remove any moulded on detail on the glacis plate for it to fit properly.

Stage 16 covers the driver's hatches. I think that part G3 really should be numbered G25, but do check as we can all be wrong! On part H15 there were several ejector pin marks which will have to be dealt with if you are having the hatches open. Be sure to check the overhead diagram when fitting the spare track. The inclusion of this diagram was a good idea and other model producers could learn from this, as some instructions can be quite vague to the location of parts.

Stage 17 starts us off with

the turret. I have heard a few complaints about the assembly of the lower turret, but as long as you take your time, there should be no real hang-ups. A little filler was needed in the joins, and had to be sanded when dry.

Stage 18 covers the turret roof and right hand side stowage box. I replaced the tie downs on the stowage box and turret with Eduard parts which did take time, but looked effective when completed. At this stage I also removed the moulded on smoke discharger wires, as this would be replaced in the next stage.

Stage 19 will require you to check your references as this concerns the fitting of the smoke

dischargers. There are many photos of the Centurion minus this equipment having been removed or torn off. The photo I was working from showed these in place and once fitted I used thin lead wire to represent the electrical conduit. Attention is required when assembling the rear turret basket as this is very fragile. A template is included if you choose to use the mesh supplied with the kit. I went for the easier option and used the Eduard parts.

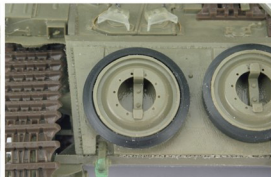
In Stage 20 we deal with the smaller stowage bin and again the tie downs were replaced. The spare ammo boxes which are to be located on the rear of the turret roof are a nice touch. I have been



Separate vinyl tyres are included. These have been "beaten up".



The clear "scope covers are obvious here before painting.



Weld texture was added with a Pyrograve.



Tarpaulins were made from two part epoxy putty and straps were added from thin paper cut to size.



Photo-etched barbed wire from the spares box was fitted, as well as some stowage to the rear turret basket.



The towrope is nicely presented.

told that there should be a space between at least two of them for an infantry radio to sit, however, this may not have been the case on all vehicles, so it is not a major drawback in my opinion. One definite drawback though is the absence of a mantlet cover. Now I have seen some photos of the tank in Vietnam without them, but this was very rare. I purchased one that is produced by AFV Club for this vehicle. This comes moulded in soft vinyl and I had to use super glue to attach it.

On studying images of the real mantlet it was then I realised that it needed some work doing to it. The additions I made were around the MG housing. I added a strengthening strip, fashioned from lead foil and securing studs were added, made from plastic with the use of a punch and die set. It was also at this time that I used a scalpel to carve the correct contours around the area for the ranging machine gun. When I was happy with the result I made a search light bracket from plastic card and this was added to the left hand side of the mantlet as this is also missing. Once the bracket was dry I used model filler, thinned with Humbrol liquid poly, to blend all the added items.

Now, there is a bit of a problem with the main gun, in that there is

difficulty fitting the fume extractor. I overcame this by cutting through the barrel where the fume extractor should be and glued the extractor in between. This causes a fraction of discrepancy in the length which can be compensated by allowing a gap, where it cannot be seen, within the fume extractor. When set this was then fixed to the mantlet.

Stage 21 covers the additional assembly of items to the turret. I replaced some kit parts where I thought needed with those from Eduard that I believed added more precision. Other items were added from the spares box, such as a resin ammunition tin for the commander's machine gun, a small strip of lead foil was added to the commander's hatch, ejector pin marks were filled in and sanded on the commander's hatch and weld beads were added around the aerial mounts with the aid of a pyrograve.

Stage 22 covers the fitting of the towrope. The wire for this is a little springy even after I annealed it through a candle flame to make it manageable.

Stage 23 concerns the assembly of the searchlight, which I chose to have stowed in the rear turret basket. Care again is required as the basket could be damaged when fitting this as it is a very tight fit. ▶

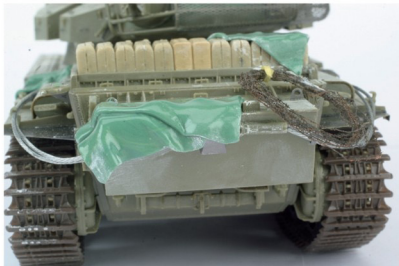


Photo-etched details have also been added.



Ejector pin marks were filled before assembly. The clear-moulded cupola is a nice touch.

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◀ In the instructions it now shows to add the vinyl tracks. If using these I would have added them earlier so as not to damage the model at this late stage. Think about adding them at stage 9 (which is when I fitted AFV Club individual track links). Of note, you will not find any anti bazooka plates included as many tanks in Vietnam had these removed. If however, the vehicle you are building have them you will have to try and source them.

FURTHER DETAILING

With the kit assembled I checked it against my references to see if I had missed anything – and I had. There should be casting numbers on top of the front gunner's periscope on the turret and on the MG housing, situated with the mantlet. To make these I cut the numbers from the kits sprue and glued them in place. Small nicks were cut into the wheel rims to show a little wear.

I also added several jerry cans to the rear deck, some etched barbed wire from the spares box as well as some stowage to the rear turret basket. Tarpaulins were made from two part epoxy putty and straps were added from thin paper cut to size.

It was now that the Eduard set really did come in handy. As stated at the beginning of the article, field workshops and the crew carried out certain additions to the tank. One of these was to weld, cut down metal pickets to the sides of the hull stowage bins so as to prevent damage to the locks etc. Another was to make boot scrapers again from pickets and these could be welded at various points on the vehicle. Eduard had included these and on checking the photo of the vehicle I then added them to the vehicle.

NOT SO DRAB!

Before painting, I washed the model in a light detergent. The model then received a coat of matt black to highlight any imperfections.

After 24 hours the whole vehicle was lightly sprayed with Tamiya Olive Drab XF-62. I masked off the front left hand turret stowage bin to preserve its appearance of being new while then areas that would catch the light were highlighted with the above mixed with Dark Yellow XF-60. The top of the turret was then lightened even more with Olive Drab, mixed this time with Flat Flesh XF-15.

Once the basic coat had dried, a thin wash made from various earth coloured enamel paints, thinned with white spirit, was liberally applied with a flat brush. This wash was flowed around detail and into recesses. When the wash had dried all of the raised detail was dry brushed with Humbrol 155. The vehicle's periscopes were then painted with Vallejo 309 and given a coat of gloss varnish.

The exhausts were layered with various thin applications of orange and brown acrylic, enamel and oil paints until the desired effect of a rusty exhaust was achieved. The tracks were then painted in dark grey enamel and dry brushed with a mixture of Humbrol silver 59 and raw umber oil paint. Scratches and scrapes were picked out with the aid of a finely pointed brush dipped in various greens, browns and blacks from the Vallejo range and applied to areas of high wear and damage. The only marking I applied to the vehicle was a black 'C' to the rear of the turret as none could be seen in my photo reference.

The rubber wheel rims received



The mantlet cover is a vinyl after-market item, also available from AFV Club. Casting marks and rivets were added to the machine gun cover.

a coat of dark grey acrylic these were then lightly dry brushed with the use of earth coloured enamels. Detail such as vehicle equipment, the ammo boxes, jerry cans and other added items were painted in the appropriate colours. The tarpaulins were painted with Vallejo 314 canvas. After leaving to dry the model was dusted with a mixture of Mig pigments, these were Vietnam earth P031 ad African earth P038.

PICTURE THIS

My idea for the diorama was for the Centurion's crew to be looking out for a lone sentry who would guide them forward to where they were needed (I hated this job!)

Figures were a mixture of parts from Verlinden, Tristar and Ultracast as well as additions from the trusty spares box for the sentries ammo pouches SLR (Self Loading Rifle) and 66mm LAW (Light Anti Tank Weapon). Additional pockets and hat were made again from epoxy putty. Once happy with the look of the figures,

the flesh areas were painted in oils and the clothing in various paints, ranging from acrylics to enamels and also a little dry brushing in oils. When setting the vehicle and figures on the empty base, I wanted to add a little more interest to the scene so I came up with the idea that instead of the sentry leaning against a tree I would have him resting against a statue of Buddha that had long since been abandoned to the jungle. I poured Plaster of Paris into a cardboard mould and, when dry, I drew on the stonework pencil before scouring with a compass point. There was still an empty space on the diorama and remembering I had built an Italeri M113 with a Cadillac cage T50 turret (I can't remember who produced the turret which was a resin item) many years ago and thought I'd add it as a scene filler. I stripped the paint from this and repainted the model as per the Centurion, adding a kangaroo marking to side of the hull and a little stowage.

I now set about construction of ▶



The two Australian vehicles look at home in the heavy foliage.

The Buddha figure was purchased from Ebay.





Subtlety of painting and weathering is essential for this overall Olive Drab subject.



Figures were a mixture of parts from Verlinden, Tristar and Ultracast.



The figures were painted with a mixture of oils and acrylics.



All of the groundwork was sprayed in an assortment of earth colours.



The majority of the trees and plants were from a manufacturer called Kamizukuri.



The "bucket" was conditioned from an earlier project.



The M113 was repainted.



A small white Kangaroo was also added.

the groundwork and vegetation. The groundwork was easy enough as I used my usual mixture of house hold filler, PVA glue and fine sand. This was spread onto the picture frame that was used as a base and when nearly dry the two vehicles were pressed in to leave track marks.

Whilst this was curing I then started to make the palm trees and vegetation. The majority of the trees and plants were from a manufacturer called Kamizukuri. These are available from Accurate Armour and although time consuming, when painted and the leaves varnished they do look

convincing. Other items used for the foliage were sea foam and static grass which came from a local model shop.

The Buddha was purchased from eBay. I painted the statue in dark greys, building the paint up with lighter coats then dry brushing to accentuate the detail.

All of the groundwork was sprayed in an assortment of earth colours. The larger vegetation, ivy (purchased at a show) and the lone figure with his equipment was now added.

The whole scene and vehicles were now blended together with the use of the pigments previously mentioned giving me my finished result.

WINDING UP

AFV Club should be congratulated for producing a very finely detailed version of the Centurion. The only criticism I have is the omission of the canvas mantlet cover and the need for some barrel surgery.

There are a few minor detail issues, but these can be overcome with the aid of a good reference book.

This diorama was recently entered into the open competition at the MAFVA (Miniature Armoured Fighting Vehicle Association). Nationals held at Duxford Imperial War Museum where it was fortunate enough to get a first. (The wife stopped anyone else entering!) ■

Every model tells a story. In this case it is a jungle story.

AFV Club's 1:35 scale Centurion is an impressive model indeed.

Modelspec

1:35 AFV Club Australian Centurion Mk.5/1 Kit No. 35100

Materials

Eduard set E035925
AFV Club tracks AF351002
AFV Club mantlet cover type A AC35008

Paints used

Australian Centurions in Vietnam. Military Briefs 3 by Shane Lovell
Centurion Universal Tank 1943-2003, Osprey New Vanguard 68
Centurion in action. Squadron Signal Publications No 2013

- ✓ Very high level of detail.
- ✗ Some care required when assembling.

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www.modelwholesaleuk.com

Rating ●●●●●○○○



HOW TO BUILD...

TAMIYA'S 1:32 SPITFIRE

Mk.Ixc
Brett Green

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- ▶ How to paint the model
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Tamiya's 1:32 Spitfire Mk.Ixc
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Markings are supplied for two vehicles.

Tasca charges across the 1:24 scale frontier with its brand new Panzer II Ausf. F. The Editor takes a peek in the box.

SUPER SIZE ME!

The popular impression of a typical Panzer is a Tiger tank picking off a column of Shermans.

In reality, however, the workhorses of the German Panzer Divisions were the Panzers II, III and IV.

The Panzer II was an interim development of the Panzer I, enlarged and fitted with 2 cm KwK 30 L/55 cannon and a co-axial 7.92 mm machine gun in a newly designed turret.

The Panzer II remained the most numerous weapon in the Panzer Divisions' arsenal until after the invasion of France. It was used extensively in Poland, Western Europe, Denmark,

Norway, the Balkans, North Africa and during Operation Barbarossa. Although the gun tank was phased out of front line service by the end of 1942, variants based on its chassis would soldier on until the last days of the Second World War.

Almost 1900 of these lightweight stopgap tanks were built between 1935 and 1943. Despite its modest specifications, the Panzer II proved the effectiveness of the Blitzkrieg concept from 1939 to 1941.

Tasca appears to be employing its new Panzer II as a spearhead too. In this case, Tasca has crashed across the border of 1:24 scale.

The Panzer II is not the first military model to appear in this scale. Hasegawa offers a family of Kubelwagens and Jeeps in 1:24. Many years ago, several companies including Tamiya, Academy and Nichimo also released a number of armour kits in the similar scale of 1:25. However, this is the first time that we have seen a state-of-the-art tank model in 1:24 scale.

Tasca's 1:24 scale Panzer II Ausf. F comprises 383 parts in tan coloured plastic, around 250 individual track links in black plastic (each with a metal track pin), 9 parts in clear plastic, 24 polythene caps, a photo-etched fret and markings for two vehicles.

The lower hull is supplied as a flat pack with separate sides, front, rear and floor. The upper hull is modular too, with a separate engine deck and multi-part superstructure. Although interior detail is almost non-existent (there are some louvres under the vents of the engine deck), all of the hatches and vision ports are supplied as separate parts.

The suspension and running gear are lavishly detailed. The leaf

spring suspension is especially impressive. The individual link tracks look fantastic. Assembly is by way of a single metal track pin per link. Once the three sprue connectors have been removed from each link, assembly should be very fast and easy.

All this is very good, but it is the smaller details where the model really shines. The closer you look at the sprues, the better this kit gets. The delicacy of some of the parts has to be seen to be appreciated. Clamps for on-vehicle equipment are a case in point.

The cupola is fitted out with a full compliment of clear periscopes, and the driver's visor may be positioned open or closed. The 2 cm main gun barrel and 7.92 mm machine gun are solid plastic parts, but they feature hollow muzzles and deep depressions representing perforations. Nice stuff.

Markings are supplied for two vehicles, one in Panzer Grey and the second in disruptive camouflage of Dark Yellow and Dark Green.

The Panzer II was a diminutive vehicle, so it will not take up too much shelf space even in this larger scale. It looks like this kit will be a roughly the same size as a 1:35 scale Tiger I.

Tasca's brand-new 1:24 scale Panzer II Ausf. F is an impressive kit. Tasca has announced that they will be releasing a Commander figure plus more armour kits in this unique scale. Judging by the high quality contents of the box, Tasca might just carve out a new niche in armour modelling. ■

Thanks to Tasca Modellismo for the sample:
www.tasca-modellismo.com



The hull is provided as a "flat pack", with separate parts for the sides, front, rear and floor.



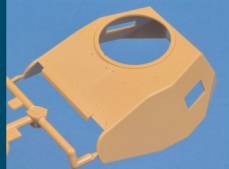
Detail on all the parts is excellent.



Although the engine is not included, hatches are separate.



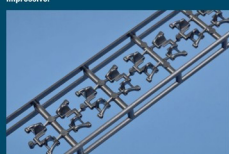
Each track guard is supplied as one plastic length.



The upper turret is a beautiful moulding with separate vision ports.



The wheels, sprockets and running gear are all very impressive.



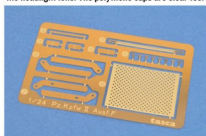
The complex shape of the individual track links is captured well.



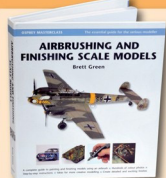
The tracks will be completely workable thanks to metal pins.



Clear parts are provided for cupola periscopes and the headlight lens. The polythene caps are clear too.



A modern photo-etched fret includes the metal heat shield for the muffler.



This is an adapted serialisation of the Osprey Masterclass book, "Airbrushing and Finishing Scale Models" by Brett Green, ISBN 978 1 84603 199 1. This hard-cover, ring-bound book is available online from Osprey Publishing at www.ospreypublishing.com



FINISHING SCHOOL

PART FOUR – BASIC AIRBRUSH TECHNIQUES

At last it is time to pick up your airbrush and use it! This instalment offers some hints to ensure a smooth and durable paint job. Techniques such as laying down a thin key coat and covering in layers are essential for satisfactory results. We also discuss the role of various masking media.

PREPARING YOUR SURFACE

Paint will not hide flaws on the surface of your models.

Correctly applied, your airbrushed coat of paint will be measured in microns. This microscopic coverage will ensure that surface details remain crisp, and that multiple coats will not build up to a perceptible thickness.

It also means that the surface of your model should be totally free of imperfections before the first coat of primer or paint is laid down.

Your model may suffer from visible join seams, gaps, sink marks, glue stains, sanding marks, scuffs and any number of other blem-

ishes. All these flaws should be carefully filled, sanded and polished as appropriate prior to painting.

Micro Mesh cloths are useful accessories for polishing the surface of your bare model. The polished plastic should reveal any persistent problems.

Extra care should be taken if the model is destined for a high gloss or a metallic finish.

The surface of the plastic must also be completely free from mould release agents, grease or other coatings. These coatings can potentially reduce paint adhesion or encourage beading on the surface. These days it is rare to find

a mainstream model kit with such coatings, but it is advisable to wash the parts from limited run plastic kits prior to removing parts from the sprues. Washing resin parts is a good idea too.

FREEHAND SPRAYING - CONTROLLING YOUR AIRBRUSH

Your model is ready, your airbrush is loaded. You are almost ready to start painting.

Before committing paint to plastic, it is a good idea to practice your technique on some scrap material. I usually use a piece of paper. If your airbrush is equipped with a pre-set spray width control,

try several different settings to see what spray diameter you prefer. If you are about to apply primer or a base coat, you will probably set the spray width to maximum (this will still give you the control to manually spray a fine line, or a line of variable width).

While practicing, you may also wish to experiment with the air pressure. There are no firm rules for the perfect air pressure. This will vary depending on the type of airbrush, the thickness of the paint and personal preference. I usually spray at a pressure between 20 and 35 pounds per square inch (PSI), but this is higher than most



▲ It is essential to fill and sand any seam lines, sink marks or other imperfections on your models. My favourite filler is a two-part epoxy, Milliput White.



▲ Here are three Mastercasters foam sanders of various grits. These are great for general sanding work. On the right, Micro Mesh polishing cloths are available from 3,600 grit down to 12,000 and beyond.



▲ Tamiya masking tape comes in various widths. Post-It Notes and Blu-Tack are also valuable masking media.



Tech Guide - Airbrushing and Finishing Scale Models

◀ would use. Most modellers seem happy with between 10 and 20 PSI.

Once the air pressure is set and you are satisfied with your technique, you are ready to start putting some paint on plastic.

For spraying large surface areas, the airbrush should be moved smoothly from one side of the model to the other, then back in the reverse direction. Repeat this painting sweep until the first coat of paint is complete. It is important to spray thin coats and build the colour up slowly. In order to avoid heavy accumulation of paint at either end of your sweep, start spraying before the paint reaches the edge of the model, and keep your finger on the trigger after the paint has passed the other end.

As far as practicable, the airbrush should be held perpendicular to the surface being sprayed. This will avoid uneven coverage. When spraying into curved areas such as wing roots, air turbulence may cause the paint surface to be slightly coarse to the touch. To avoid this problem, reduce the air pressure and try to spray in line with the curve if possible.

KEY COAT AND BUILDING LAYERS

The first coat is the most important layer of paint on the model. This base coat will provide a solid "key" or "tooth" offering robust adhesion for subsequent layers of paint.

I will often start with a coat of primer. Grey primer is the norm, but white primer can be helpful if the model subject will be wearing a very pale or glossy colour.

Regardless of the colour, the most important elements for an effective key coat are correct thinning and application. The key coat will be heavily thinned. The ratio may be as low as 3 parts paint to 7 parts thinner. This thin mix will then be sprayed at relatively low pressure as a "mistel" coat. After the first coat, the paint will likely still be translucent. A second misting coat may be applied as soon as the key coat is dry.

If you are spraying a single colour on a large area, you may now wish to spray a more substantial mixture of paint for better coverage. This might be mixed at a ratio of 50:50, or up to 70:30 (paint to thinners). Despite the thicker paint,



▲ Complex camouflage schemes and vehicle markings may be painted with the assistance of masks. Here we can see a simple home-made paper mask held in place with tape.

"Before committing paint to plastic, it is a good idea to practice your technique on some scrap material."

you should still spray in several thin coats rather than one thick layer.

If you are spraying lacquer or acrylic paints thinly, the coat

will be dry almost as soon as the atomised paint hits the plastic, so you may be able to re-coat immediately.



▶ It is especially important that the exposed metal parts are properly prepared for paint. Tamiya grey primer was used straight from the can. This offers "tooth" for subsequent paint coats, and protects the metal parts from chipping.

◀ Tamiya's 1/48 scale KV-1 has been upgraded to the more potent KV-85 with resin and photo-etched metal conversion parts from Gato Line. The process for painting a 1/48 scale vehicle is exactly the same as finishing one of its larger-scale equivalents.





▲ Next, the entire lower hull and running gear were sprayed with Tamiya XF-1 Flat Black. The insides of the turret hatches also received this treatment. The base camouflage colour followed, in this case Gunze-Sangyo RLM 82 Light Green. This was sprayed on the entire upper hull and turret, and on the wheels and lower hull, leaving the tracks in basic black.

MASKING MATERIALS AND TECHNIQUES

Paint masks offer the modeller a time saving and precise method of painting camouflage schemes and markings.

A large variety of masking materials are available. Some of these include:

Masking Tape - Masking tape is widely available from a number of manufacturers in widths ranging from pin stripe to 40mm and beyond. The tape is usually self

adhesive, and flexible to permit conformance to compound curves.

Plain Paper - Plain paper has a myriad of masking applications. The edges may be used as straight masks, or patterns can be cut for more complex schemes. Paper may be stuck directly to a model's surface for hard demarcation, or stood off the surface using small balls of Blu-Tack to deliver a slightly soft edge.

Frisket - Specialist airbrush supply

retailers sell translucent, self-adhesive sheets of masking material called frisket. Like masking tape, frisket is flexible. Shapes may be cut out of frisket before the mask is applied, or after the material has been secured to the model.

Post-it Notes - These handy, low-tack paper stickers may be used to quickly and easily mask short, straight areas.

Blu-Tack / Plasticine - Blu-Tack or plasticine may be rolled into sau-

sages and used to mask irregular shapes. These will be particularly useful for disruptive upper surface camouflage on German and British WWII vehicles.

Die-Cut Commercial Masks -

A number of companies now offer die-cut self-adhesive masks for specific camouflage patterns and colour schemes. A large range of pre-cut self-adhesive masks are also available for wheels and markings. ■



▲ Vertical streaks and mottling was applied to the horizontal surfaces such as the engine deck and turret roof with 25% Flat White added to the base colour. This breaks up the uniformity of the green base coat prior to additional weathering.



▲ Turret numbers were painted by hand. The numbers were first drawn onto the turret in pencil.



▶ Next I painted rust chips and scratches onto the vehicle using a mix of Tamiya Dark Grey, Red Brown and Black.



▶ An overall wash of Lamp Black oil paint mixed with Raw Umber was thinned and brushed onto the vehicle. This wash pools in low areas, adding a generally grimy appearance to the paintwork and blending in chips and other weathering.



▶ Pastels in ruddy and earth tones were mixed with mineral turpentine. This was liberally applied to the tracks, wheels, lower hull and rear hull plate.



▶ The excess of this mud and dirt was removed with a stiff brush, reducing the effect to a more realistic level.

Catalogue Number:	Gravity Feed R1-V Velocity - Fine Tip ; Side Feed R2-S Spirit - Fine Tip, Bottom Siphon Feed R3-R Rage - Medium Tip, Extreme Set R123C - all three brushes with 1oz. side feed jar and 3/4 oz. siphon bottom feed glass jars and Iwata hose adapters in plastic carrying case.
Contents and Media:	Brass construction
Review Type:	Test Drive
Advantages:	Well made airbrushes that are easy to use. Can be used to spray acrylics, lacquer and enamel paints.
Disadvantages:	Personal issue regarding the size of the paint cup on gravity feed airbrush.
Recommendation:	If you are using a single action airbrush and want to go to a double action, the Badger Renegade, particularly the gravity feed Velocity model, should be at the top of the list for your consideration.



BADGER RENEGADE SERIES AIRBRUSHES

Steven Eisenman takes the new Badger Renegade series airbrush family for a test drive.



Meet the Renegade family.

First, in the interest of full disclosure, I must disclose some possible biases. I have been using a Badger Sotar 20/20 airbrush since I picked one up at the IPMS/USA Nats in Chicago way back in 2001. It was my first good experience with a double action airbrush, after having used a single action Paasche H for about 15 years. I did try one other brand of double action airbrush (which shall go nameless), and quickly went back to the Paasche H, until I found the Sotar. It was expensive, but worth every penny and I have been using it ever since then.

The other bias is that two of my kids went to University of Wisconsin, so that makes them Badgers.

Now that is out of the way, I am quite pleased that Badger has released this new line of quality mid-priced airbrushes (in the USD\$150 range, and which may be bought for much less). While the Badger website promotional information indicates that these new airbrushes are for the "...proven elite artist," they are dead wrong. These airbrushes are clearly for the modeler, of any skill level, who wants a good quality, double action airbrush, at a

reasonable price, and who wants to paint his or her own Italian smoke ring camouflage.

All three airbrushes in the Renegade series are dual action, internal mix airbrushes. This means the trigger controls both the airflow (pushing down) and the amount of paint (pulling back) and the paint and air come together inside the body of the brush.

All the airbrushes can become, in effect, a single action airbrush as they have a stop set trigger control. At the end of a brush is a knob that can be turned to set how far back the trigger will travel, which determines the

amount of paint that enters into the brush. While it does not have the increment marks of its much more expensive brother, the Sotar 20/20, it is quite easy and convenient to use.

The Renegade comes in three different paint delivery systems and two different paint tip / needle sizes. The first is the gravity feed Velocity with the "fine" needle, although the parts list refers to it as extra fine. In this model the paint cup is on top and an integral part of the body of the airbrush. With the gravity feed, the amount of required air pressure is less than with other feed systems, as the paint does not need to be drawn into the body.

The second style is the Spirit with side feed and fine tip. Here the paint is held in a cup that can be attached to the right or left side of the brush. The paint flows from the cup, through a small "pipe" and into the body of the brush. This method allows the paint cup to be rotated from horizontal to vertical so that the brush can be held vertically without the paint spilling out.

The third style is the Rage with bottom feed, or siphon feed, in a medium tip (fine tip in the parts list). For this model the paint cup is mounted under the brush and the paint is drawn up into the body of the brush as a result of air pressure differential resulting from the airflow. The bottom feed allows the user to switch between colors when more than one color cup are used. The paint will not leak from the siphon feed paint cup



Siphon feed model. Bottles and cups connect to the bottom of the airbrush.



Side feed model with accessories.



The gravity fed Renegade, with a built-in paint cup on top of the body.

when sitting on the workbench. For most modelers, I believe the gravity feed Velocity would be the most popular. As far as I am concerned, it is also the easiest to clean, as

there is no connecting tube to worry about cleaning out. I found the Renegade Velocity gravity feed to be quite easy to clean out. Given what appears to me to be a greater angle of the paint cup to the rear in relation to the body of the airbrush than my Sotar, it seems there was less "paint creep" up the needle into the body.

I believe the paint cup on the gravity feed, and the side feed also, is about 1/4 ounce. This is larger than the 1/12 ounce on my Sotar. One issue I found on larger cup gravity feed brushes is that the larger cup makes the brush a little more unbalanced and, if not held tightly, may slip over to the side. I found this to be an issue with the Paasche Talon, which has a paint cup that is a bit taller than the Renegade.

Perhaps I am just use to the Sotar. On the Renegade, I find this issue to be less than on the Talon; the Renegade seems more balanced in my hand.

As for the paint tip / needle size, on the gravity and side feed, it is "fine" (extra fine) at .21mm. This falls between the Sotar's fine .19mm and medium .25mm, which is what I have been using. This produces a linear airflow angle of 6°. The bottom feed is medium (fine) at .31mm, which is larger than the Sotar large of .31mm and has a linear airflow angle of 6.5°.

While .5° degrees may not seem like much, in use it is quite a big difference. While being able to quickly achieve fine lines with the fine tip, the medium tip produced distinctly soft-pencil thick lines.

On the other hand, if you want to cover a large area, using the fine tip could more of an issue. Of course, the paint cups do hold quite a bit for extended use. But, in situations where I do need large area coverage, I'll resort to my old Paasche.

As for construction, all the airbrushes are quite substantial. The body is black electroplated brass. The needle is chromed metal, but does not appear to be as ridged as the needle used in the much more expensive Sotar. Given how fine they are, care should always we taken in handling the

needle while cleaning. Care should also be taken when re-inserting the needle in the body, as the point could, and most likely would, be damaged if pushed against the trigger.

One slight inconvenience of the Renegade compared to the Sotar is that the rear of the body must be unscrewed and removed, as is also the case with the Paasche Talon, before the needle can be removed. In the Sotar, the needle passes through the trigger stop adjustment knob.

Of course it is the ease and quality of use that is can determine whether one likes a given airbrush or not. This is where individual likes and practices come in to play. For example we have all heard of some strange modelers who hold the airbrush in their fist and control the trigger with their thumb, rather than the index finger. Odd indeed.

But, holding the Renegade in the "normal" manner, similar to using a pencil, and using my index finger, I found the control of both air and paint flow to be quite excellent. Control seemed quite easy.

As for paint thinning, that becomes an issue with each bottle you use. No two seem to be the same in terms of their viscosity. Badger recommends a mixture of paint and thinner such that the mixture is like 2% milk. It is all a matter of trial and error and need to adjust as one goes along. I took a fresh bottle of Tamiya acrylic and without thinning was able to spray it though the fine tip brush without any problems.

With a thinned paint in a fine tipped airbrush, I was able to do Italian style smoke rings and make other fine lines and fine mottle.

Finally, there is the issue of air pressure. Considering my gauge is not as precise as it could be or should be, I estimate that with the gravity and side feed, I'm using about 12 to 15 psi. With the bottom, siphon feed, it is a little more. As with thinning it is about your compressor and gauge.

CONCLUSION

Airbrushes are much like cars or colas. Once you choose one you like, you are unlikely to switch to another brand, or believe that another brand could be better. But if you are using a single action airbrush and want to go to a double action, the Badger Renegade, particularly the gravity feed Velocity model, should be at the top of the list for your consideration. ■

Thanks to Badger Airbrush for the review samples
www.badgerairbrush.com



Chris Leeman hots up Dragon's older 1:35 scale StuG III Ausf. G with fat winter tracks.

STUG III HOT ROD

I love German WWII armour. I particularly like tanks that have been fitted with either Winterketten or especially Ostketten tracks. These tracks were developed after the first Russian winter and spring thaw encountered by the Germans where tanks were constantly getting bogged and stuck in deep snow and mud. The tracks helped to spread the weight of the tank, which in turn helped prevent them getting bogged down and stuck so easily. The Winterketten was the first track developed. It was basically a standard Pz III/IV track with an extension added to its outside edge. It did work, although the extension was prone to breaking off. The Ostketten was developed next and while still basically a Pz III/IV track, the design was more a widened version

of the original link as opposed to the Winterketten which was simply an added-on extension. This meant the track was far stronger and looked more like a Panther track than a Panzer III/IV track. To my eye, it doesn't matter what particular tank they appeared on. These wider tracks offered a very aggressive and cool look that I have always found appealing - the same sort of look that you get when you take a standard road car, lower it and add fat wheels.

I had wanted to build a vehicle fitted with Ostketten tracks for a long time. Unfortunately, for ages the only tracks available on the market were link and length resin ones which really didn't appeal to me. Around two years ago, WWII Productions released a set of resin individual links that clicked together and were fully workable.

The detail on these tracks was truly superb, as are all of WWII Productions products, so I just knew I had to build something with them fitted straight away. I have seen pictures of various vehicles fitted with Ostketten tracks, including Panzer IVs, Nashorns, Bergepanzer IIIIs and StuG IIIs and IVs. I decided on a StuG III simply because I hadn't built one in many years. It is not based on any particular vehicle as such, just a sort of summary of a late war StuG III. Please read on to see what was involved.

CONSTRUCTION

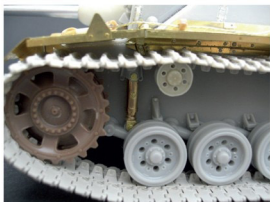
The basis for this project is the old Dragon 1:35 Sturmgeschütz III Ausf G (Kit No. 9014). This model has passable detail but is certainly starting to show its age. It is based on the old Gunze kit that DML took

over, which have been around since the mid 1980s. When I do another StuG III in the future, I will certainly use one of the new generation DML kits as they are far better detailed and wouldn't require anywhere near the amount of work demanded by this model.

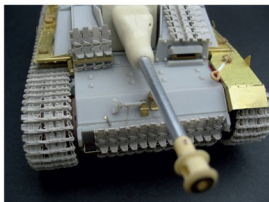
I added quite a bit of photo-etch from two Lion Roar sets. The first was the general detail set (No. LE.35038) and the second the fender set (LE.35037). I have become a very big fan of Lion Roar products. They represent great value for money and, more importantly, they have great detail. I have used quite a few sets from them now and find myself usually using 70-90% of what they include compared to other manufacturers, where I might only use 50 - 70%. I'm not going to go into what was used and where, I think the pictures



The model is bristling with photo-etched upgrades. These fenders are from Lion Roar.



The drive sprockets are from Model Kasten, while the shock absorbers are Aber. Both are a great improvement over the kit parts.



The Osketten are wider versions of the original tracks designed to distribute weight more evenly over snow and mud.



A rear cargo frame was added from photo-etch and sheet plastic.



The WWII Productions click-link tracks look fantastic.

DD

“I have become a very big fan of Lion Roar products. They represent great value for money but most importantly, they have great detail.”

will give a better idea of that.

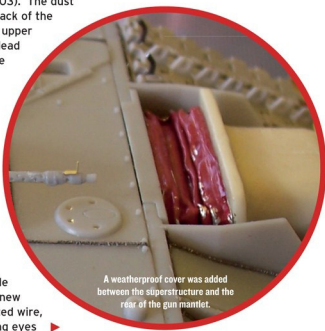
The shock absorbers on the kit are poorly detailed. These were replaced with beautifully turned brass multi-part items from Aber (No. R-19). These were kindly given to me by Bill Wiseman from WWII Productions - thank you Bill. The mounts that attach to the hull were modified by gluing plastic card to their base and reshaping with a file. I also added new mounting bolts from Grandt Line.

All of the weld seams seen around the model were either added or enhanced in one of two ways. The easiest way was redoing them with a pyrograve. This is a variable heat soldering iron with a very fine tip. It is simply worked over existing welds to give extra detail as it melts the plastic. The second method I use is lead flying wire. A channel is scribed

into the plastic where the weld seam is to go. The wire is then glued into the channel using super glue. Once it has dried, the wire is textured using the end of a needle file pushed into the wire to give the effect of the ripples on the weld run. This texturing is easy to do as the wire is very soft and when completed gives a very good representation of a weld seam without a lot of work.

The drive sprockets were replaced with the far superior version from Model Kasten (No. A6). I also used some of the clamps from the Model Kasten StuG III enhancement set (No. A7). The outer wheels on the return rollers were resin items taken from the CMK Exterior detail set (No. 3054). The gun mantlet is also from this set. The barrel and muzzle break were both replaced by the resin

and turned aluminium items from Hotbarrels (No. HB003). The dust cover between the back of the gun mantlet and the upper hull was made from lead foil, folded into shape and glued in place. The jack block was replaced with a resin item from Grief (No. GF015). The jack, Nettek light, wire cutters and towing shackles were replaced with better detailed items from the Tamiya On-Vehicle Equipment set (No. 35185). The tow cable was replaced with a new one made from twisted wire, plastic rod and towing eyes ▶



A weatherproof cover was added between the superstructure and the rear of the gun mantlet.



The vast range of accessories make a big difference to this old kit, which traces its origins to the 1990s.



The Osketten tracks offer a real hot-rod look to the squat StuG.

Once again taken from the Tamiya OVE set. In retrospect, I think the tow cable should be thicker than I actually made it. The shovel and pry bar were taken from the Dragon Early Tiger I kit.

The spare wheel brackets on the rear deck were reworked. The base was reshaped with a knife and file to deliver a more accurate shape and profile. A rim was then added with lead wire and the central rod replaced with some scale metal tubing taken from a hypodermic needle, cut to size. The rear deck cargo holder's wooden back was made from 15 thou plastic card. First I textured it by dragging some coarse sand

paper down its length to give a wood grain effect. It was then distressed with a sharp knife to add some interest. The aerial bases were replaced with better detailed items taken from my scrap box. The aerials themselves were made with a combination of brass wire, fine metal tubing and lead foil. A lot of this work for the aerials is now redundant as there is a great choice of turned brass aerials now on the market which weren't around when I was doing this project.

Spare track hangers were made using scrap brass strip as well as wire bent to shape and glued on. The "U" shaped lifting

hooks on the upper hull were replaced with new ones made from copper wire. The release cable for the travel lock was made from a combination of Aber etched chain and spring made from very fine wire, twisted around a small drill shank. The remote MG had a few details added with wire and plastic card, including the gunners' sighting periscope made from a modified part from my scrap box. Finally the MG gun barrel and the exhausts were drilled out and thinned.

That's about it for construction. Next step the fun part - painting and weathering.

PAINTING

The model was sprayed with Tamiya Dark Yellow (XF-60), lightened with a bit of white (XF-2). The camouflage colours were applied next. Both of these are Gunze colours. The green is RLM 82 Light Green (H422) and the brown is Chocolate Brown (H406). I like using the Gunze paint, particularly for spraying camouflage patterns as I feel their pigments are a bit finer so it's easier to get a tighter finish when spraying. When these were dry I then did some post shading. I mixed up a dark brown colour from various Gunze colours and thinned it about 20% paint to 80%



Wheels and tracks are temporarily removed for the paint job.



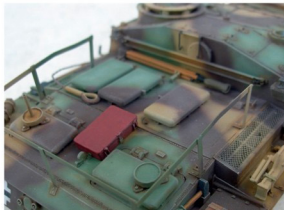
The model was first sprayed with Tamiya Dark Yellow (XF-60), lightened with a bit of white (XF-2). The disruptive colours are Gunze RLM 82 Light Green (H422) and Chocolate Brown (H406)



The model now receives a wash of artist's gouache.



Scuffs and scratches were applied using flat black and brown enamels, thinned with turpentine and applied with a 000 brush.



Tools and on-vehicle equipment were picked out with a fine brush.

thinners. This was then sprayed in a tight, controlled manner into all the recess, corners and panel edges. I also sprayed it along the demarcation lines between the various camouflage colours just to add a bit of depth.

The model then received a wash of artist's gouache. I mixed various colours and then heavily thinned it with water, adding a small drop of dish washing liquid to take the tension off the water to allow it to spread easier. The great thing about working with artists gouache is once it has dried the excess can be removed with a moistened cotton bud very easily. You can also "reactivate" it with water to help either remove or blend it in better. The whole model was then dry brushed using Humbrol sand (No. 187) enamel, lightened with

Winsor and Newton Soft Mixing White oil paint. By blending the enamels and oils together it allows a bit more control in getting a feathered finish and the helps avoid any harsh contrasts. The oils also take a bit longer to dry so you don't have to worry about cleaning your brush all the time as you proceed if you were using either straight enamels and acrylics (because paint isn't drying as quickly and causing it to clog).

Next came the painting of the tools. This was done with a combination of enamels and acrylics. Wood grain was hand painted onto the handles of

the various tools using oil paints. Time now for the scratches and scrapes. For this I used mostly flat black and brown enamels, thinned with turpentine and applied with a triple "0" brush. I don't do this process all at once, but usually over 2-3 sittings at least. This is because I find that if I try and do the chipping and scratching all at once it is very easy to go into auto pilot and you loose the "randomness" that is required to achieve this effect well. By breaking it up and doing only small areas at a time, I find you are more precise and the end result looks better I think. Lighter scratches were applied with Humbrol Buff in the same manner.

The lower hull was then dirtied up. I mixed up a combination of house hold gap filler coloured with



The figure is from Aires, with a head from Verlinden.



Weathering has toned down the originally bright colours.



Chips and scratches may be seen to good effect here.



The wide tracks extend beyond the fenders.



The damaged front fender shows even more of the fat tracks.

◀ Van Dyke Brown artist gouache. I also added some static grass to the mix give it a bit more texture and interest. This was then applied to various areas on the lower hull and running gear using a cut down No. 2 paint brush. I mostly concentrated on areas where mud would logically gather and sit like on top of suspension units and under fender etc.

The lower hull received a wash with a slurry made up of different coloured pigments mixed with water. This was applied liberally and then allowed to dry. When dry, the excess was removed with a brush leaving the remaining pigments to hopefully sit in all the right places. When removing the pigments I try and use up and down strokes as this helps create

the effect of gravity on the dirt stains.

At this stage the tracks were installed. These were first clicked together (the beauty of WWII Productions tracks) and then sprayed a suitable track colour, mixed from various shades of browns and black acrylics. When dry I then applied the same pigment mix that I had used on the lower hull. When this had set, I removed the excess with an old toothbrush. The track cleats were then burnished with a 2B lead pencil to add the effect of wear on exposed metal then added to the tank.

The stowage on the rear deck came from various items found in my spares box. All these items were

painted with enamels and weathered in the same way as the model itself. A tarpaulin was made from Epoxy-rite 2 part epoxy, rolled flat and draped over the stowage.

The upper hull then received a pigment wash but this time it was far more subtle and restrained.

Excess was again removed with a brush but this time the brush was moistened with water to help create a streaking effect, especially on the vertical surfaces. Do this step slowly as the effect of the streaking isn't really visible

until the pigment has re-dried. I do a small amount then wait, to save me having to re-apply the pigments again in case of taken too much off. Finally the pigment slurry was splattered around the tank by dipping an old toothbrush into it, then holding it close to the tank and running my finger through the bristles, causing little flecks to splash around the tank. I kept most of this concentrated to around the front and rear of the vehicle. Once again if there is too much you can wait till its dry then toner it down with a dry brush afterwards.

I always like to add at least one figure to my models as I feel it gives them both a sense of scale and well as adding that human factor. The figure on this tank came from Aires (No. F3004). I made some minor alterations just to give it a bit more character. The head was replaced with one from Verlinden. On the original figure he was holding his hat behind him but as I had given him a new head with a cap on, this wasn't going to work. I therefore

added some headphones, taken from a DML figure set. A lead made from wire and a connecting plug made from plastic card. The figure was then paint in a combination of acrylics, enamels and oils.

CONCLUSION

This was a fun project. The vehicle certainly stands out thanks to its fat tracks. Given there are plenty of other vehicles that wore Ostketten tracks, I'm sure that this will not be the last one I'll do! ■

Modelspec

Dragon 1:35 Sturmgeschütz III Ausf. G Kit No. 9014

Materials

WWII Productions Ostketten tracks
Lion Roar photo-etched sets No. 1.E.35038 and 1.E.35037
Aber Shock Absorbers. Item No. 8-19
Model Kasten StuG III Drive Sprockets. Item No. A6
Model Kasten StuG III Enhancement Set. Item No. A7

References

StuG III Ausf G by Kagera Publishing.
Sturmgeschütz and its Variants (Spielberger Volume 2) by Schiffer Publishing.
Achtung Panzer No.5 by Dia Nippon Publishing.
StuG III in Action (Armour No. 14) by Squadron Signal.
StuG 40, The Long Gun Versions by Schiffer Publishing.
StuG III (No. 3) by Armada Publishing.
Allied Axis No 10 by Ampersand Publishing.
StuG III (Walk around No.2) by Squadron Signal.

- ✓ Excellent accessories to update the older kit.
- ✗ Base kit is starting to show its age.

Available from

Dragon kits are available from all good model shops worldwide and are distributed in the UK by The Hobby Company Limited. www.hobbyco.net

Rating ●●●●●●●●

"These wider tracks offered a very aggressive and cool look that I have always found appealing – the same sort of look that you get when you take a standard road car, lower it and add fat wheels."



This project was an enjoyable example of an older kit upgraded with high-quality accessories.

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Model kit



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36084 M-3A2 Half Track 1/35 (Dragon)



36084 M-3A2 Half Track 1/35 (Dragon)



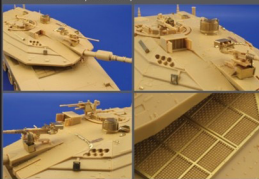
36081 Merkava Mk.IV 1/35 (Academy)



36081 Merkava Mk.IV 1/35 (Academy)



36081 Merkava Mk.IV 1/35 (Academy)



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January 10th

Bolton IPMS Model Bonanza 2010
 IPMS Bolton will be holding their 10th Anniversary Model Bonanza show on Sunday 10 January 2010 at St. Josephs RC High School, Chorley New Road, Horwich, Nr. Bolton, BL6 6HW.

Admission is £2.50 for adults, £1.00 for children or £6.00 for a family ticket.

The show will include trade stands, make and take, club displays, refreshments and free parking.

February 13th

FLEET AIR ARM MUSEUM
 MODEL SHOW 2010

The Fleet Air Arm Museum's annual Model Show will be held on 13 February 2010. Tickets can be purchased on line on www.fleetairarm.com from 14th December - 30th January.

Over 120 traders and clubs will be exhibiting everything from model aircraft, boats, trains, figures, tanks and dioramas.

Airfix will run a 'Make and Paint' workshop and sponsor competitions designed to recognise high achievement in modelling across all disciplines. So bring along your best models and you could walk away with a prize.

Doors open at 10.00 and normal museum admission prices apply. There is no additional charge for the Show.

February 27th - 28th

IPMS Norway Nationals
 IPMS Norway is holding its annual competition and exhibition at Letohallen near Gardermoen International Airport. This is the largest model competition in Scandinavia. Demonstrations and how-tos from both international and national modelbuilders will also be taking place.

For more information see www.ipmsnorge.org/portal/

Questions regarding the show can be sent to post@ipmsnorge.org

We would like to welcome all types of modelbuilders from all parts of the world!

March 6th

The Greater Peterborough Model Show 2010 to be held on Saturday March 6th 2010 again in the town hall Peterborough. Once again proceeds from the show will go to the Mayors charities as in previous years.

March 6th

NORTH SOMERSET MODEL SHOW
 North Somerset Modellers' Society (IPMS North Somerset)

presents the 15th annual North Somerset Model Show at the Locking Castle Campus, Weston-Super-Mare, BS24 7DX.

Open 10.00am to 5.00pm with club displays, traders and a model competition. Free parking. Admission £2.00 adults, £1.00 children, £1.50 concessions.

For more information, please contact Fred Tooke on 01934 416798, or visit www.finetooth-systems.com/IPMSNorthSomerset/

April 16th - 18th

The IPMS/USA Region 11, Regional Contest and Modelfest, will be hosted by IPMS Space Coast, at the Holiday Inn, Oceanfront Resort, Cocoa Beach, FL. For details contact Mark Warthling at (321) 508-3743, before 9:00 pm, or e-mail mwarthling@cfl.rr.com

Visit the web site at www.ipmsspacecoast.com

May 2nd

MOVELEO'S MODELFORCE '10
 Moveleo Leopoldsburg will be presenting Model Force '10 on Sunday 2 May 2010 at the "Technisch Instituut Don Bosco" school complex, Don Boscostraat 6, in the centre of

Helchteren, Belgium. The show will be open from 10.00 till 17:00 and will feature club displays, traders, kid's corner, an open modeling contest and food and refreshments. Entry to the show is free.

More information can be found at modelforce.moveleo.be or email modelforce@moveleo.be

May 22nd

South Devon Model Extravaganza 2010.

This is the first of what we hope will become a regular event in the heart of beautiful South Devon. The show will be held at the Newton Abbot Race Course. Larger attractions, these will include plastic modelling, live steam, railways, slot cars radio controlled vehicles and aircraft (in action), war gaming, fantasy and more. A competition will be open to any modelers who want to enter the multiple classes on offer with no need to belong to any club. The venue is easy to find (TQ12 3AF) with ample of safe off road free parking.

Request for clubs or traders should be addressed to Paul Thompson 21 Graham Road, Paignton Devon TQ3 1BB

Tel - 01803 558 520
 Email - info@just-bases.co.uk
 Alternatively contact John Wilkes at john@skywriters.net

June 26th

AMC BELGIUM 18TH ANNUAL MODELLING DAY

Amay Model Club will be hosting its 18th Modelling Day (competition, exhibition and swap) at the IPES Huy, 6 Avenue Delchambre, B-4500 Huy (Belgium).

Contact: Michel Calluy, 13 Thier du Moulin, B-4530 Villers-le-Bouillet (B)
 Tel: 00 32 85 231086
michel.calluy@skynet.be
 Also available on the AMC Web site www.amaymodelclub.org

IWM Duxford announces exciting events for 2010

Imperial War Museum Duxford is delighted to announce its season of air shows for 2010 in a very special year for historic aviation. IWM Duxford commemorates the 70th anniversary of The Battle of Britain as part of its 2010 event season. This defining moment in the Second World War also confirmed Duxford's role as a fighter station at the very core of aerial warfare. Further information regarding IWM Duxford's Battle of Britain 70th anniversary commemorative programme of events will be issued in due course.

Diary Dates for 2010:

Spring Air Show:

Sunday 16 May

Opening Duxford's air show season, the 2010 Spring Air Show presents an aerial spectacle that features civil and historic aircraft, both vintage and modern. On the ground, take part in activities for all ages, from fun rides to tank rides.

Flying Legends:

Saturday 10 - Sunday 11 July

Flying Legends - two words which instantly evoke the very best of classic aircraft displaying at Duxford in one of the world's most celebrated air shows.

The Fighter Collection and the Imperial War Museum are proud to present the 2010 event; another unmissable fusion of power, sounds and nostalgia.

The Battle of Britain Air Show:

Saturday 4 - Sunday 5 September

IWM Duxford presents an evocative commemoration of the aerial battle that proved the strategic turning point in the Second World War. The Battle of Britain Air Show remembers the pilots and aircraft synonymous with this renowned aerial conflict, including pilots who came from across the globe to fight for world freedom. Expect to see squadrons of Battle of Britain aircraft at Europe's best preserved Second World War airfield.

Autumn Air Show:

Sunday 10 October

Closing the UK's air show season, Duxford's Autumn Air Show features superb modern and historic aircraft in an array of aerobatics and stunning displays. The relaxed atmosphere is equally appreciated by pilots and crowds and makes for a perfect Sunday outing.



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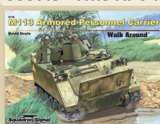
Squadron Signal Publications is one of the best known and most extensive ranges of modelling reference books ever published, featuring high quality photographs of aircraft, tanks, ships and more in action, as well as an ever-expanding range of 'walk-around' volumes which show the subject inside and out in crystal-clear photographs - perfect for superdetailing projects.

The books have been helping modellers to add essential details, find markings and apply paint schemes to aircraft, armour and ship models for many years, and the great news is that Squadron Signal books now are easier to find than ever before, because ADH Publishing, the company that brings you Model Military International each month, is importing them from the USA.

You can find Squadron Signal at good model and book shops, and you can also check www.adhbooks.com to see what we have on offer!

Please call us now for full details of prices, availability and range; UK (+44) 01525 222573

SS5715 - M113 APC Walk Around



The M113 family of vehicles is arguably the most successful series of armored personnel carriers of all time. Produced in huge numbers, the 'Tracks', served the US and its Allies from the early 1960s into the 21st century. The M113 has operated across the globe, serving alongside GIs wherever they deployed. Illustrated with 170 photographs, plus color profiles and detailed line drawings. 72 pages.

SS2043 - HMMWV In Action



These vehicles are employed to move cargo and personnel, are armed with TOW missiles and smaller arms, and are configured as field ambulances. Armored versions of the vehicle were introduced after Somalia. The armor is capable of withstanding 7.62mm armor-piercing rounds as well as 155mm artillery airbursts and 12-pound antitank mines. More than 100 photographs, color profiles and detailed line drawings; 52 pages.

SS7007 - Great Battles of the World: Britain 1940



The RAF Fights a Desperate Battle Against the Luftwaffe. The confrontation between Britain's Royal Air Force and Germany's Luftwaffe was the first large scale success against Hitler's aggression, and it is one of the defining episodes in the long history of the British nation. Very inclusive account includes comparison of the Spitfire Mk.I vs BF 109E, the bombing of London, Operation Sea Lion, Italian involvement, foreigners in the RAF and the nature and personalities of the opposing commanders. This volume allows the reader to experience the titanic battle as never before: tactics, aircraft, equipment, uniforms, and the men and women who lived it. Enriched with color and b/w photographs (including 10 page Photographic

Tribute to the Battle of Britain), color maps, 50 aircraft profiles and 9 color uniform illustrations. A fitting tribute and record of "their finest hour"; 160 pages.

SS7006 - Battle of Kursk 1943



The Greatest Tank Battle in History. After the German defeat at Stalingrad, the Axis forces were ready to fight and the decision was made to shorten their lines by eliminating the Soviet salient at Kursk. The resulting battle was a terrible defeat for the Axis, and their last major offensive was the Eastern Front. Features: The Rebirth of the Soviet Army; German forces at the Battle of Kursk, 1943; Soviet Defensive Zone Around the Kursk Salient; Air Operations during the Battle of Kursk; PzKpfw V Panther and PzKpfw VI Tiger at Kursk; Reasons the German lost the Battle of Kursk; Rare Photo's of Soviet equipment; The opposing commanders;

German and Soviet Order of Battle. Illustrated with 59 black & white and 18 color photos, and 43 color drawings; 136 pages.

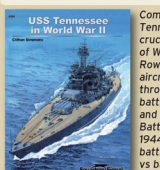
SS7005 - Great Battles of the World: Berlin 1945



By the dawn of 1945, the Western Allies had driven back Hitler's last, desperate effort in the Ardennes. However, the Allies' insistence on Germany's unconditional surrender deterred the Germans from making any concession over ending the war - Hitler and the Nazi faithful saw their only option to be a fanatical Wagnerian stand leaving only Germany's ruins to commemorate the tragedy. Further, it was already clear that another kind of war was right around the corner. The Soviets had already reached Budapest and the Oder River; it was obvious who would dominate Eastern Europe. The only hope for America and Britain to retain what they could of Central Europe was to take Berlin, but the 'Russian steamroller'

foretold them. Massive Soviet forces attacked the city in April 1945 - the last act of the confrontation between the Communists and the National Socialists and the first act of the Cold War. Illustrated with color and b/w photographs, color maps, 8 aircraft and 9 armor profiles, and 14 color uniform plates; Stavropoulos, Vourliotis, Terriotis, Kotoulas, Valmas, and Zouridis. Great Battles of the World; 128 pages.

SS6094 - USS Tennessee In World War II - Reissue



Commissioned in June of 1920, the US battleship Tennessee saw service in some of the most crucial and dramatic battles in the Pacific Theater of WWII. Docked on Pearl Harbor's Battleship Row on 7 December 1941, her crew manned anti-aircraft guns and fought back as bombs ripped through her deck. Broken and repaired and re-equipped, the battleship saw service off the Aleutian Islands and later in 1943 went into action during the Battle of Tarawa in the South Pacific. The year 1944 saw the Tennessee take part in battle after battle (including Surigao Strait, the last battleship vs battleship action in naval history) as US forces worked their way toward the Japanese Home Islands. In 1945 she took part in the attack on Iwo Jima. Enriched with exclusive, eye-witness accounts from members of her crew, chronicles the dramatic career of one of America's most battle-tested warships with over 200 photographs, color profiles, and detailed line drawings.

Shown here is a selection of some of the most popular titles, many more available

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Small Scale A round-up of the latest news and releases in 1:72 and 1:76



REVELL 1:72 SCALE LKW 10T MIL GL 8X8 TRUCK KIT NO. 03172

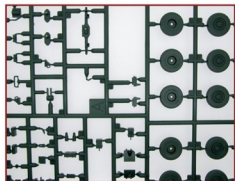
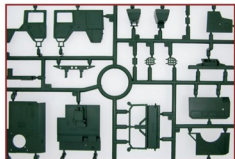
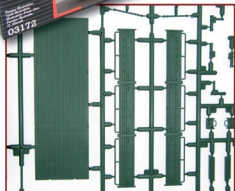
Along with the obvious choices of Tigers, Panthers and other popular Second World War armoured vehicles, Revell also offers a growing line of modern Bundeswehr vehicles. This latest release, the MAN 8x8 military truck, maintains Revell's reputation for producing high quality small-scale armour kits. The parts are moulded in dark green plastic. A strip of clear acetate is also provided for the glazed cab parts. The moulding is up to Revell's usual high standard with no flash or sink marks, although there are some ejector pin marks on some of the larger flat items such as those used for the cab and body sides. Fortunately these are mostly on hidden areas and won't be visible on the completed model. Detail is generally good with a few of the smaller, more delicate items such as the headlight guards being understandably slightly over-scale. The cab interior is basic but acceptable and provides a good start for modellers wishing to add that extra bit of detail. The wheels and tyres, often a weakness in small-scale kits, are moulded in halves and the tread detail is well done.

The kit provides four different construction options allowing the cargo bed to be left plain, fitted with a tarpaulin, fitted with the loading crane in a stowed position and finally the crane extended. It's nice to see several options such as this as Revell could easily have just provided the tarp version only.

Colour schemes and markings are provided for four versions - an all white UN vehicle stationed in Somalia, a plain green vehicle and two finished in the standard 3-tone camouflage used on all modern German army vehicles. The decals are sharply printed with strong colour and are all in register.

It is good to see Revell continuing to release slightly more offbeat vehicles. Highly Recommended.

Thanks to Creative Models UK for the review sample www.creativemodels.net
Alex Clark



ROYAL MODEL

1:72 SCALE NORTH AFRICAN WELL • ITEM NO. 574

Royal Model has released a simple but effective little diorama set that will be perfect as a centrepiece for a desert scene.

Item no. 574 is a 1:72 scale North African Well. The well structure is cast as a single resin piece and features convincing stonework. Three resin rods plus a pulley are also included, but you will have to find your own bucket!

Cleanup will be a breeze. The large casting just has a little resin flash around its base, while the smaller pieces will be almost ready to use once they are cut from their casting strip.

Royal Model's 1:72 scale North African Well is a flexible accessory that will be suitable for use with figures or vehicles of any nationality, and for any era from ancient to the current action until today.

Highly Recommended.

Thanks to Royal Model for the samples www.royalmodel.com
Brett Green



MIG PRODUCTIONS

1:72 SCALE FURNITURE

ITEM NO. MP 72-359

The title is plain but it says it all. MIG Productions' 1:72 scale Furniture set includes 13 main parts in cream coloured resin that will make up several wardrobes, a single bed, double bed, bedside tables, dressing table, a chest of drawers and a simple table. Most of the parts are cast onto a thin wafer of resin that will easily be removed with a few minutes' sanding. An additional twelve tiny parts are supplied for the various handles. This should be a fun set to paint up, and will be perfect to fit out your dioramas from the 19th century until the present day.

Highly Recommended.

Thanks to Mig Productions for the sample www.migproductions.com

Brett Green



GUNTHWAITE MINIATURES

- GM72-009: BRITISH AND COMMONWEALTH SAILORS, RATINGS AND OFFICER, TROPICAL DRESS (2)
- GM72-010: BRITISH AND COMMONWEALTH SAILORS, RATINGS, TROPICAL DRESS (NO SHIRTS) (3)
- GM72-011: BRITISH AND COMMONWEALTH SAILORS, OFFICERS, TROPICAL DRESS (SUN HELMETS) (4)
- GM72-012: BRITISH AND COMMONWEALTH SAILORS, OFFICERS, TROPICAL DRESS (5)
- GM72-013: BRITISH AND COMMONWEALTH SAILORS, OFFICERS (SHIRT SLEEVES AND SA DRESS)
- GM72-014: BRITISH AND COMMONWEALTH SAILORS, RATINGS WORKING DRESS (1)

Gunthwaite Miniatures is a relatively new company focussing on 1:72 scale white metal naval figures. Their second wave of releases feature 6 sets, all of British and Commonwealth sailors of various ranks and in a variety of different uniforms. There are 3 (unpainted) figures in each set, examples in all of the sets being very well cast with minimal clean up required. The figures scale within expected tolerances and have good anatomical proportions and facial expressions. All of the poses are casual, some of the figures relaxing with a cup of tea or a cigarette. These are very nicely produced figures and they fill a clear gap in the small-scale figure market.

Highly Recommended.

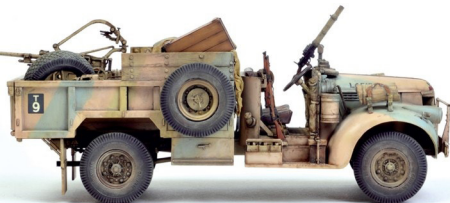
More information on Gunthwaite Miniatures can be found at their website: www.gunthwaite.co.uk

Alex Clark



Letters

WRITE TO: MMI Letters, ADH Publishing, Doolittle Mill, Doolittle Lane, Totterhoe, Bedfordshire, LU6 1QX, UK
Tel: 01525 222573 Fax: 01525 222574 Email: editor@modelmilitary.com
The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.



YOU HAD TO GO AND DO IT

You had to go and do those two great articles by Tobias Gibson and your tag-team build with Chris Wauchop. Now I have to add that Tamiya kit to my list of wants. I think I shall put a curse upon you and MMI for this. Thanks a lot for keeping me in debt!

Jim Guild
Santa Fe, NM, USA

Ed says: Hi Jim,

Always pleased to be of service! I am glad that you enjoyed the article. Better get in fast for the LRDG Chevy though, as it does seem to be a very limited release.

NEGATIVE COMMENTS

I eagerly ripped open this month's edition of the magazine, and I have to say that I was a bit disappointed by the negative comments you had in the Letters column. I really enjoy reading Model Military and it has improved my skills no end. I am now building much better models. It was great with Spud, and I think it's still getting better, so be encouraged - I'll be renewing my subscription when it runs out! I've also just completed my first Dragon model (a King Tiger), quite an involved affair I have to say. I loved the magic tracks but found that it felt quite tedious at times, with some bits feeling a bit over-engineered. Overall it was a pleasant experience but I'll go for simpler Tamiya build before I tackle my next Dragon, a Jagdtiger.

Keep up the good work!
Dave Pennington
Lincoln, UK

Ed says: Thanks for the words of encouragement.

Everyone is entitled to their opinion, and I felt that I had a responsibility to publish that Dr. Gilbert's letter as well as the complimentary ones. I am glad that you approve of my stewardship so far though!

SMALLER SCALE LRDG

I have just bought my second copy of MMI. Must be a nostalgia trip or

something - most of my modelling time these days is directed to 7mm scale model trains, though in my early teens I put together a small collection of 1:76 (or was it 1:72?) AFV models based on the Airfix kits of the time (late 1960s - early 1970s). I particularly liked doing conversions from the basic kits, usually following articles in Airfix Magazine. I recall the Stug III 'Assault Gun' as being a well moulded kit - I used one to make an SIG 33 self propelled gun. I also remember using Bren Gun Carrier parts to make a Panzer I. I think it was the recent LRDG articles that drew me to your mag, having just read "Killing Rommel" by Steven Pressfield, and purchased the DVD for the classic movie Sea of Sand.

I must say, I am struck by the advanced techniques and quality of modelling displayed in your mag - we railway modellers can learn a lot from military modelling,

A MATTER OF SCALE

Hello Ed, I feel I have to take issue with the Dr Gilbert complaining about the LRDG article in the November issue. I model in 1:72 scale so the availability or otherwise of kits in 1:35 scale isn't relevant. This was a fantastic article and just the sort of thing I would love to see a lot more of. This month's articles about the Sd.Kfz. 251 are superb; and from a modelling perspective priceless. MMI is responsible for bringing me back into the hobby after a long spell just modelling railways. I now model both and I really wish the model railway hobby had a magazine that was as consistently good as MMI.

I owe Spud a big vote of thanks for editing and developing this magazine and it has to be said that you had a tough act to follow. However I think you are doing a great job and would wish you all the best for the future.

Keep up the good work.

Paul Lynott
Shrewsbury

Ed says: Hi Paul, Thanks for the note. I always hope that our articles will be relevant to a broad range of modellers, regardless of their scale of preference. Most modelling methods will transcend scale, so our priority is to explain the techniques clearly in words and in pictures.

I agree that Spud did a great job in developing the magazine, and it is my sincere wish to maintain the high standard that we have seen over the last three years or so.

especially in the field of weathering & figure painting.

As regards LRDG modelling (and the letter from Dr Josephine Gilbert), I did once (1983 - 90 ish) own an unmade Tamiya 1:35 Chevy kit - suppose it went the way of many things that were offloaded on the run up to house moves, marriage, etc. What a shelf queen that Chevy would have been now, eh?

However, I have recently made a spur of the moment purchase, namely 2 Revell 1:76 LRDG Chevy / Jeep kits. I suspect I will have go at replicating your Breda gun truck (! like scratchbuilding, so the gun should be interesting) - and this idea came well before I read your recommendation to use a Matchbox LRDG kit in lieu of the Tamiya! So - I am looking forward to a wee bit of military modelling with the Chevies - smaller scale than the trains (1:43) I build, but I may look at 1:48 in future (did build a 1:48 Revell Sherman when I was about 13 - I recall liking the scale - the figures looked just right, & I managed a nice shade of olive drab with (unintentionally) a workaday patina to it.

Future ideas? Well, I have just read T Force by Sean Longden - amazing diorama possibilities, and I have a book on order, namely Devonport Dockyard Railways from Twelveheads press. Maybe scope for modelling here too - some RN vehicles amidst the trains, with

a nautical working naval stores / boatyard there?

So thanks for providing a fresh insight into military modelling and providing a few ideas that could stimulate my modelling further, whether on rubber tyres, steel rails or steel tracks. The only limit is the extent of our creative imagination.

Regards,
Richard Butler
UK

Ed says: Hi Richard, Thanks for the kind words and the ideas.

If you like the idea of a slightly smaller scale than 1:35, you are in luck as we have heard of a forthcoming 1:48 scale LRDG Chevy. We'll keep you posted!

COLLABORATIONS

Dear Brett, I'm really unhappy with the way Model Military Magazine is going. That is now two consecutive issues that I have been forced to buy a bit on the strength of an article by Chris Wauchop and you. It's just not sustainable - can you cut it out?

Seriously, great work. I loved the finish on the Matilda and LRDG Chevy. Brilliant.

Cheers
David Harmer
Queensland, Australia

Ed says: Thanks very much David.

There will be more collaboration coming up in future issues, and some beautiful work from Chris Wauchop too.



THE NEW YEAR IN 1:48 SCALE

We find ourselves in 2010 and for one am looking forward to the coming year with a few really impressive 1:48 scale aftermarket and full resin kit releases due in the first quarter. There is no denying the list of new plastic releases in 2010 may seem pretty sparse at first glance. We can be either put off by it or spurred on to produce something that may not be available in kit form. I guess it's all about how motivated we are.

I know the weather has a lot to do with my modelling output and indeed motivation. During the summer months for example, my modelling output is extremely low. The thought of sweating (literally) over a model just turns me off, but if it's cold or indeed overcast and rainy my motivation goes up.

This brings me to the topic of a "representative collection". All modellers in general collect and build a collection of some kind. Some will build and collect only German subjects while others will build nothing but Allied subjects. There is no right or wrong collection. It is really up to the individual's preference. I know in these tough economic times it might be prudent to limit one's spending to a subject we know about or have reference on. But brother it's hard! I am one of those modellers who is interested in a lot of subjects and they range from figures and aircraft to science fiction. What I have done lately

is limit my spending to 1:48 scale and in doing so my collection will be more or less representative (at least in scale). One of my big gripes is that when I see 1:48 tank next to a 1:16 scale figure in a single collection it just looks wrong. It's kind of like having your average male modeller standing in a line up full of super models! It somehow looks, well, just wrong.

Which brings me to a question for our readers. What do you want out of this column? More reviews? More how-to articles? Maybe a set of scale plans to get the creative juices flowing? I have been toying with the idea of doing interviews with a series of manufacturers and trying to understand what process they go through to bring a new kit onto the market, and what new technologies they are planning to introduce. I know that many aftermarket companies are run by guys like you and me and for the most part, they do it for the love of the hobby. I'm pretty sure you won't see any of them make the Forbes rich list!

Until next time *Luke Pitt*



HAULER

HLX 48296 SDKFZ 251/1 AUSF D INTERIOR
HLX 48296 SDKFZ 251/1 AUSF D EXTERIOR
HLF48006 PRIEST WITH COFFINS
HLF48006 POSTER COLUMN WITH CIVILIAN

Hauler continues to set a cracking pace with their releases. It seems no sooner than a kit is released that it is quickly followed up with a photo etch update to suit. The first two this month are for the new Tamiya Sdkfz 251/1. These sets address many of the shortcomings of that kit. The interior set provide most of the interior fittings. These include the radio assembly, new side interior bins engine gauges, ammunition holders and rear seat springs. The only real disappointment with this set is that the interior bins do not have the distinctive "L" profile (when viewed from the top) but other than that most of the photo etch fret is usable. The second set for the exterior. This includes the gun shield, tool clasps and grab handles. The rest of the set is devoted to the various accessories that come with the kit like the shield and fittings for the rocket launcher and machine gun belts.

The next set comprises two resin coffins and two resin caskets together with a very well done figure outfitted as a priest. The casting is flawless and both the caskets and coffins come with separate lids that have a very subtle wood grain effect on them. The second set is a resin column so often seen in European cities before and during World War II together with a civilian figure. The casting on these items is again flawless and as an added bonus, Hauler has seen fit to include a small printed sheet that includes French, Russian, American and English posters. The print register on these is first class and would make an interesting addition to any diorama.

Thanks to Hauler for the samples www.hauler.cz



New Products

DEJUGUETE

A new company out of Spain called Dejuguete will release a complete range of buildings and accessories. By the look of the photos they are first class. We will review some of these in the coming months. They may be contacted on www.dejuguete.es

MIG PRODUCTIONS

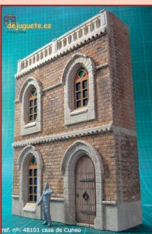
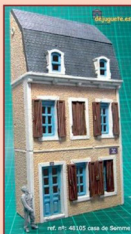
Mig Productions has announced a complete model of a Studebaker Truck in resin. A review of this will be in next month's column. It looks like a winner.

KENGI

Kengi's newest release will be a complete kit of a M3 75mm Half Track and will be welcomed by all Allied armour builders. If this release is anywhere near as good as his past releases it will be worth the wait. Kengi can be contacted on alliedken@roadrunner.com

CMK

CMK has released a full range of Hetzer Gun Manlet. They look superb in the photos.



Model Military International 1:48 Scale Q & A – Michael Rinaldi

Michael Rinaldi really needs no introduction. His building and painting styles have influenced many modellers. Michael's education and background is in design and he has a degree in Transportation Design from Art Center College of Design. The recent economy woes have funneled his energy back into the hobby. Whilst he has spent many years as a design consultant, he has only very recently turned his focus onto the hobby publication realm. He enjoys most modelling subjects (even though his name is synonymous with armour). At 39, he lives in Southern California with his long time girlfriend (who is a talented designer herself). He is one of those guys that contributes to the hobby with his very informative articles and I, for one, always pick up something from them.

THE INTERVIEW

- Luke:** Hi Michael good to have you with us. What would you consider to be your best 1:48 scale model and why?
- Michael:** Thanks for asking me Luke. That is a bit of a toss-up. My *StuG III Ausf. B* was an expression of intent to improve my winter painting skills, and my first Hetzer was all about hand painting camouflage patterns. In the end, I'd go with the *StuG* because I love whitewash finishes.
- Luke:** What is the most influential 1:48 scale model that you have seen in print and why?
- Michael:** The collective *MarderMania Group Build* from *Missing Lynx*, plus *Luciano Rodriguez* tireless promotion of the scale would be my picks Luke.
- Luke:** Good answer! Very diplomatic. If you had to pick one kit that should be made in 1:48 scale, what would that be?
- Michael:** *Tamiya* really needs to scale down its *T-55* kit to generate interest with the modern armour guys. I wouldn't mind seeing a *1/48 Churchill* from *AFV Club* either.
- Luke:** Thanks for your time Michael. I am always inspired by your builds and know a lot of others are too! I also hope that both of your choices come true in the near future.
- Michael:** Thanks Luke, and thanks for inviting me over for a chat.



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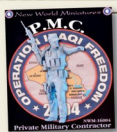
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Figures - A round-up of the latest figure sets on release...



NEW WORLD MINIATURES

1:16 PRIVATE MILITARY CONTRACTOR ITEM NO. NWM-16004

New World Miniatures is a relatively new brand but they have already released a large collection of figures and busts in all scales covering a broad range of subjects. This new release represents a PMC (Private Military Contractor) serving in Iraq 2004, based on an actual person currently serving. The figure is made up from 29 grey resin parts just bristling with detail from head to toe. The M4 carbine and the chest rig particularly impressed me. I would have to say that this is one of the most impressive figures I have seen for some time, and I will be starting this very soon.

I would like to thank Chris Mrosko for the figure and also for the excellent reference photos he supplied to me, which are now also posted on Missing Lynx under Modern. Check them out.

New World Miniatures figures are available online from their website www.newworldminiatures.com
10/10 - Andrew Judson

REST MODELS

1:35 "SURRENDERING GERMANS" REF. RM3550

1:35 "3 TANKMEN, 3 FRIENDS" REF. RM3553

1:35 "RUSSIAN CIVILIANS WW2" REF. RM3556

Rest Models is a completely new name to me and I must confess that they were a very pleasant surprise. These three figure sets are perfectly cast, the resin is top quality, they are very original and the poses very natural. The sets reviewed will look awesome in every project and for certain will improve a lot the final scene.

The set "Surrendering Germans" Ref. RM3550, presents three surrendering German soldiers. The facial expressions are convincing, showing anxiety and fear in their faces.

The set "3 Tankmen, 3 Friends" Ref. RM3553, shows a Russian tank crew helping a comrade escaping a destroyed or burning tank. The poses are action packed and very natural. Their faces express the tension of the situation very well.

The set "Russian Civilians WWII" Ref. RM3556, contains a mother and a daughter. This set is very just wonderful as the subject is almost completely neglected to date. They deserve more attention by the manufacturers and Rest Models has done an amazing job. The child's face is just beautiful and this set will look impressive in a number of projects. The figures would also be appropriate for an Ex-Yugoslavian or Chechnya project.

Rest Models products may be found on their website www.restmodels.com
10/10 - Jose Brito



FIGURAS PIRES

1:35 PORTUGUESE COMMANDO ITEM NO. CMDS 35001

It is with great pleasure that I review the first 1:35 scale figure offered by "Figuras Pires" for "Kitmania". "Kitmania" is one of the best model shops in Portugal and Fernando Pires is a very talented Portuguese sculptor. They joined forces to create this figure of a Portuguese Commando in the Colonial Wars.

Portugal fought a counter insurgency war in several African countries like Angola, Mozambique and Guine during the 1960s and 1970s. This unique figure is ideal for that kind of scene. According to some sources this pose represents the "Phantom Walk". Sounds cool, eh?

The figure is presented in a clear plastic box with a picture of the assembled figure. There are two head options, the main difference being the headgear. The face expression is almost the same in both. Portuguese modellers and modellers in general do not have many options when it comes to Portuguese soldiers in 1:35 scale, so this new release from Kitmania is very welcome. I hope that we see more figures like this in the future.

Thanks to Fernando and Sandra from Kitmania, for providing me this wonderful figure. I just can't wait to use it in the near future.

Available online from Kitmania www.kitmaniamodelismo.com

Rating 9/10 - Jose Brito

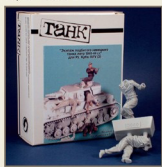
(No colour instructions for the uniform, but nothing that Google can't fix)



TANK

1:35 SCALE - VARIOUS FIGURE SETS

Today, some of the most extraordinary resin figures are offered by the Russian company TANK. Mainly dedicated to the Eastern front, their resin figures are fabulous. When I opened these boxes and looked inside I was amazed by the casting, which is flawless, natural poses and originality of the situations. They give a new meaning to word "action". For the guys at TANK "action" really means "action" and their figures in combat situations are stunning. We can actually feel the stress and the anxiety in their figures. The poses are natural that you just want to build and paint the figures. Besides the figures, they also have a huge catalogue of all kind of accessories - weapons, resin head. Take a look at their site and let me tell you that you will need about a week to see all the great stuff they have there. I can't wait to start using their products. They are just stunning. Tank figures are available from Historex Agents www.historexagents.com
10/10 - Jose Brito



Incoming



MINIART

COUNTRY DIORAMA

1:35 SCALE, VACFORM AND INJECTION MOULDED
ITEM NO 36027

MiniArt has offered a range of Buildings and Dioramas for some time and I have always wanted to try one, as the subject matter has always been interesting. Lately they have been combining kits to make larger diorama bases and this is such an example. MiniArt's 1:35 scale Country Diorama set combines a country house and barn with a paved roadway base. The buildings are more of a façade and not complete but a lot of interior detail is provided for the house. The barn is also adequate. A section of wooden fencing is supplied to go between the two buildings. When combined it will provide a base large enough for two 1:35 scale vehicles. The building designs are Eastern European in style. Like most MiniArt Buildings, the kit is a combination of vacformed parts and injection moulded details. The box is jammed packed and heavy. The picture of the built up product on the box top shows a pretty inspiring product and will encourage the modeller.

So what's in the box? Lots of heavy dark grey vacform plastic sheets that make up the major parts like the walls, roofs, floors, fences, posts etc. Detail on the vacform parts is very well done and quite sharp. A further three sprues (which appear to be pretty generic to these kits) contain the detail parts in injection moulded plastic. Not all of these are used and plenty of spares are left over such as a lamppost, window frames, shutters, hinges, guttering and piping etc.

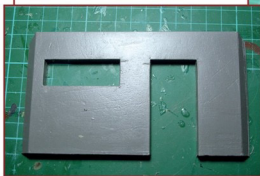
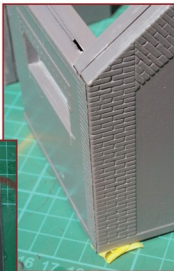
Construction can be a challenge and the plastic is brittle so take care when cutting out the major pieces. If you have never worked with vacform, I recommend starting with a simple building from this range before tackling the more complex subjects (I try and avoid the bombed out or damaged buildings to start with as the rough edges will be a challenge to cut out). MiniArt's website has an excellent guide to constructing and finishing these products.

The country house is complex and is extremely well detailed inside and out with full floors for both levels and boxed in multiple pane windows. A bit of filler will be needed on these kits but they will build up into pretty complete buildings which are well designed to aid in dioramas or the display of 1:35 scale vehicles or figures. The range of subjects is large and they offer some great looking buildings and scenes. I would recommend them to experienced builders.

These are not for the beginner but the simpler ones may be a good starting point. I can see myself building more of these as they are a very rewarding challenge. Highly Recommended.

Thanks to Creative Models for the sample
www.creativemodels.co.uk

Al Bowie



JB MODEL - EU

CERAMIC BRICKS SUITABLE FOR VARIOUS SCALES

Today, we are continually bombarded with news of new kits and accessories but once in a while the market is hit by an item that is genuinely different.

These new bricks from JB Models fall into this category. The bricks must be seen to be believed.

They are awesome and look very natural. The secret? JB made real bricks in scale.

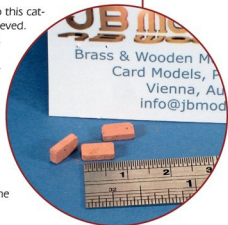
These ceramic bricks are ideal for dioramas, all kinds of constructions, pavements and much more. I can't wait to start using them in my future projects.

There are three colours available and that is another advantage. They look so good straight out of the bag that they don't need to be painted!

Highly Recommended.

Thanks to Jerzy Bin from JB Models for the samples. More info at info@jbmodel.eu

José Brito



ROYAL MODEL

FURNITURE SETS

Royal Model is a legend in the model making world. Who hasn't heard of their products? Besides just being a legend, this company is always pushing the limits of quality, presentation, originality... you name it.

Their new furniture sets must be seen to be believed. The casting is flawless and the resin quality is awesome. They are presented as "WWII style", but in fact they will be appropriate for virtually any 20th century scenario. They would not even look outdated in 2009. The same can be said for the park bench, radiators and antique chandelier. This last one is a real masterpiece. It looks great.

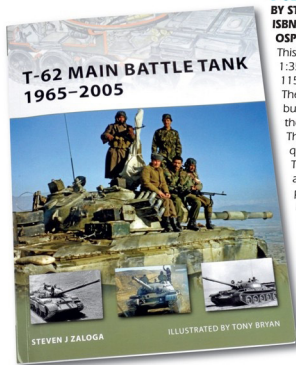
The best thing about these sets is that they can be placed in almost any situation - a destroyed house, in an undamaged house, interior dioramas, antique shop, furniture shop, even in Fidel Castro's house if you feel like it! Royal Model sets are always a must have in a wide range of projects. It is nice to see that they keep pushing the limits.

10/10 - José Brito





Book Reviews



T-62 MAIN BATTLE TANK 1965-2005

BY STEVEN J ZALOGA
ISBN 978-1-84603-390-2
OSPREY PUBLISHING

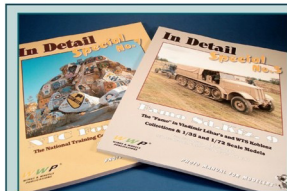
This new book from Osprey Publishing examines the Russian T-62. The book comes hot on the heels of the new 1:35 scale kit from Trumpeter and is therefore well timed. The T-62 was a further development of the T-55 and its 115 mm main armament was the first Russian smoothbore tank gun in use at the time. The book begins with an overview of why the Russians felt the need to upgrade the T-55 and follows the various bureaucratic discussions and political infighting within the Russian military complex. The next few chapters devote themselves to the evolution and combat experiences of the type over its service life.

The book covers 47 pages and includes 39 photos, 6 colour profile drawings, one cutaway drawing and 3 high quality illustrations. The illustrations by Tony Bryan are first rate, as is the informative text by Steven Zaloga. This book offers a good overview of the T-62. It strikes the right balance between historical fact, photo coverage and high quality colour profiles. The book, however, is not intended to be a pure modeller's book as it does not include all the detail photo coverage we have come to expect. This is not a bad thing as most of the "walk around" books have very little in the way of historical detail at any rate. This a great publication and should be used in unison with what I am sure will be a rash of "Walk Around" publications that will appear in the coming year.

Highly Recommended.

Thanks to Osprey Publishing for the sample www.ospreypublishing.com

Luke Pitt



STRYKER VOL.1 N.17- 134 PAGES
STRYKER VOL.2 N.19- 194 PAGES
T-55 SPECIAL AND RECOVERY VEHICLES N. 0 16 - 170 PAGES
MIL MI-8 / 9 HIP N. 0 8 - 134 PAGES
GAZ-66 VARIANTS N. 0 6 - 62 PAGES
FAMO SD. KFZ. 9 - SPECIAL N.O 5 - 74 PAGES
NTC FORT IRWIN - SPECIAL N.O 7 - 106 PAGES

Improving our models can be a tricky and complicated process. We search the Internet for pictures but will often find only small images with poor detail. This problem is now solved! WWP Wings & Wheels Publications books are highly detailed volumes covering a vast number of subjects.

The titles being examined here, dedicated to the Stryker, T-55 Special and Recovery Vehicles, Mil Mi-8 / 9 Hip, GAZ-66 Variants, Famo Sd. Kfz. 9 and NTC Fort Irwin are called "Photo Manual for Modellers". Each volume provides a huge number of pictures (interiors and exteriors), all in colour and even the small detail in not neglected. They are made with the modeller in mind and they are awesome.

If you want to build the most accurate model, then you must take a look at their books. For example, the Stryker volumes analyse the variants M1126 ICV, M1127 RV, M1129 MC, M1130 CV, M1131 FSV, M1132 ESV, M1133 MEV, M1134 ATGM and M1135 NBCRV. Definitely a must have for all Stryker fans and modellers who want to build a Stryker.

The T-55 Special and Recovery Vehicles is another pearl. The MT-55, T-55-60M, T-55C, BS-55, BTS-2, VT-55, BTS-4ARV, ZS-55 and more are covered in large colour photos. Lots of inspiration in this volume. Another must have is the volume dedicated to Mil Mi-8 / 9 Hip with the versions Mi-8, Mi-8T, Mi-8TBK, Mi-8S, Mi8PPA and Mi-9 being covered.

The volume about the GAZ-66 also includes the ZU-23-2 anti-aircraft gun.

The Famo volume offers some excellent scale models in the end pages.

The NTC Fort Irwin volume is about the National Training Centre and is a very original volume. The mock-ups of enemy tanks will be great subjects for scale models.

In conclusion, these books are a must have for military enthusiasts and modellers who want to achieve the best results while building and improving their models.

Highly Recommended.

Jose Brito



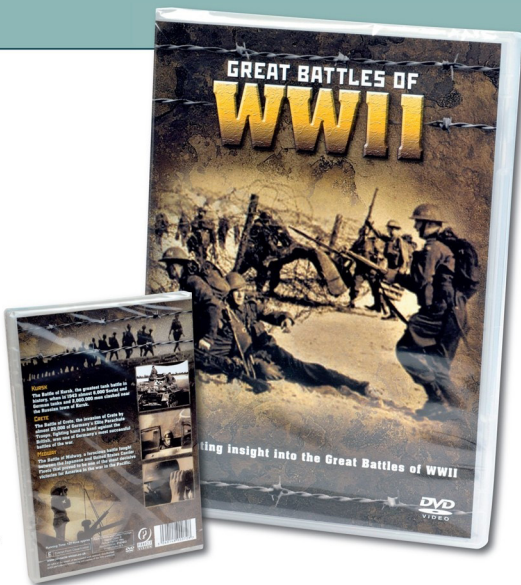
'GREAT BATTLES OF WWII' DVD

Depending on what you are looking for, this DVD may or may not appeal. If you are looking for a pretty broad overview on the battles of Kursk, Crete and Midway that you can watch on the couch without boring the wife too much, then this is for you. Being that the DVD is made for the Cable TV viewer, it doesn't contain the depth to be ideal for someone trying to gain an insight into these battles. The DVD will probably appeal to modellers, as it contains some really great colour & black and white footage of WWII.

The DVD contains 122 minutes of B&W and colour footage taken from Die Deutsche Wochenschau [loosely, the German Weekly News from the front] and from many different times and theatres during the war, all of which is presented in widescreen format. Although shots of Schwere Panzer Abteilung 503 King Tigers parading Normandy have been added into the battle of Kursk footage, and there is a frequent repeat of certain sections of film and annoying sound effects, the film has however been 'cleaned up' and is probably the clearest footage I've seen to date. Unfortunately the narration and essay format of the show is fairly middle school and may start to grate on the viewer. The accuracy of some of the statements made regarding the battles of Kursk is suspect, and the producers seem to have used information recycled from previous erroneous conclusions, not the latest data.

If you can get past the dodgy sound effects, random grabs of Dec 1944 Ardennes or Normandy footage appearing during the battle of Kursk and a rather dull narration, the DVD isn't too bad for using as model reference. However you will need to know the difference between a Panther and a Tiger as the DVD contains incorrect designations of the German tanks. I highly recommend the footage as a model reference, but turn the sound off!

Anthony Sheedy



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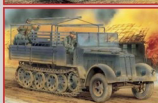
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Next Issue

On sale February 4th 2010

The Curious Case of Captain Shin Nakazawa

Luke Pitt builds Fine Molds' 1:35 scale Japanese Type 97 Chi Ha, while Bruce Culver offers a fascinating Think Tank reference article on the same subject.



ASLAV

Sam Dwyer updates Trumpeter's 1:35 scale ASLAV with Mouse House resin parts.



Dingo Mk.III

Jose Brito brings us MiniArt's 1:35 scale Dingo Mk.III.



Cherbourg in Small Scale Part One

Justo Mira recreates Cherbourg 1944 after D-Day in 1:72 scale.

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Group Editor: Marcus Nicholls
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Advertising Manager: Colin Spinner
Advertising Sales: Mark Peacock
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Editorial enquiries:
Email: editor@modelmilitary.com

Advertising enquiries:
Tel: +44 (0)1525 222573
Email: colin@adhpublishing.com

Subscription enquiries:
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Fax: +44 (0)1525 222574
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FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!



...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



NEW BROOM SWEEPS CLEAN

The New Year gets the Editor thinking about old kits.

A lot of modellers are hoarders, and I confess that I suffer from this particular sickness. I can trace my obsession with buying model kits to the Great Model Drought of the 1980s. You might not believe it now, but in the 1980s, new releases were few and far between. I would haunt obscure hobby shops, searching the dusty recesses of bottom shelves for some long-forgotten gem. In those days before the Internet, we could not acquire kits from the comfort of our keyboard. No Ebay or trading forums in those days. Swap meets and club meetings were the order of the day. I clearly recall a joyously splitting ice-cream headache after rifling through the largest amount of after-market accessories that I had ever seen during my first visit to the Melbourne Model Expo around 1990.

Back in those days, you had to snap up an old Tamiya Matilda or a Monogram Grant, because you might not see another one again. This led to a hoarding mentality, at least for me, even when things changed in the early 1990s. Dragon burst onto the scene with a flurry of military releases, closely followed

by a resurgence from Tamiya. After such a long time without regular new releases, the temptation (and often the practice) was to buy two of any new kit – one to build and one to keep. The pace of new releases made this impractical in the long term, but for quite a while I did fall into the habit of buying anything that I was vaguely interested in, and even some subjects that I knew nothing about.

Fast forward to 2009. Two daunting forces now face each other. On one side of the roller door we have a mountain of unbuild kits. On the other side, my wife, who would like to put a car in the garage at some point.

A few weeks ago, a friend and I made a start on sorting the models into categories, and then deciding what to keep and what to dispose of. I wildly underestimated the task. By the time the punishing 43 deg. C heat finally forced us to finish, we had only put a dent in the pile of kits.

I will return to my personal plastic Everest over the summer, and hopefully finish the job in the coming months. If we are lucky, we might eventually once more fit one car into our double garage... ■



OLD PROJECTS

I came across a number of unfinished projects while sorting through the kit collection. One of these was a Dragon 1:35 scale Panther II. This was one of Dragon's earlier releases from 1994. At the time it looked like a miracle of moulding technology, but there were a few known issues. The main problem was the turret. Although the Panther II was never put into production, several turrets were manufactured. The dimensions of real turret differed from Dragon's scale effort. This was most noticeable by the turret overhanging the sides of the hull.

The challenge in those days was a relative lack of after-market accessories. Resin correction sets were rare, and nobody offered a replacement turret for a Panther II. So, armed with nothing more than the latest research in the Rytton and Schiffer Panther books, as well as detail drawings from an "Achtung Panzer!" article in the Japanese Model Graphix magazine, I set about correcting the kit the old fashioned way.

The kit turret was carved up. I kept the turret roof, glacis and rear plates. These were adapted to the shapes shown in the plans.

The forward sections of the turret sides were modified a bit more drastically, then mated with rear corners cut from plastic sheet.

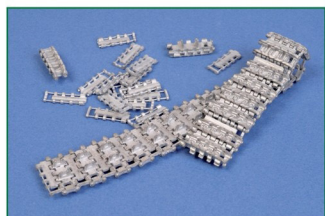
Putty was slathered onto the turret to blend in the modified surfaces. Details were added using wire, brass and scrap plastic.

Dragon's lower hull and rear plate were retained. These were mated to a spare Tamiya Panther G upper hull (although I cannot recall how I managed to have a "spare" Panther upper hull). New lower hull armour was cut from plastic sheet.

I robbed outer wheels from Tamiya's steel wheel Panther as they were more crisply detailed than Dragon's equivalents, but used the kit parts for the rear halves of the wheels.

Tracks were metal items from the brand new company Frulmodellismo. These were actually King Tiger transport tracks. Frulmodellismo's earliest releases did not have metal wire to connect the links. Instead, they were squeezed shut.

I cannot bring myself to throw away this old project just yet. Now I have to decide whether to finish it or not. Ah, the quandaries of a chronic hoarder! ■



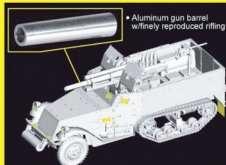


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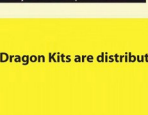
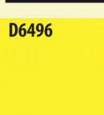
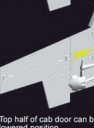
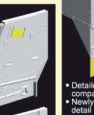
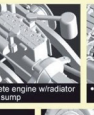
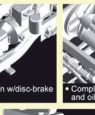
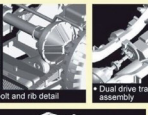
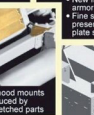
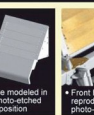
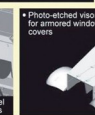
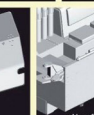
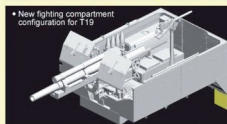
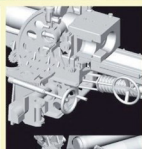
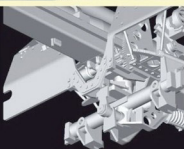
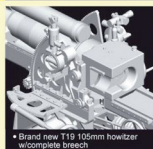
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T19 105mm Howitzer Motor Carriage



D6496



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Dragon models are available from all good model shops

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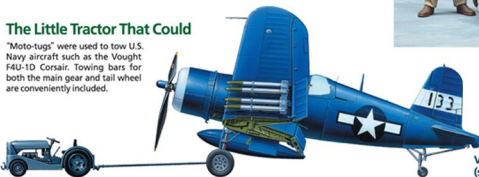
“Here’s Our Mission.”

1/48 Scale Aircraft Series WWII U.S. NAVY PILOTS w/“MOTO-TUG” Item 61107

“Avoid dogfighting and attack the Zeroes by hit-and-run from above,” the flight leader seems to say, and you can almost feel the tension during the pre-flight briefing. U.S. Navy aircraft carrier task forces played an important role in the fierce Pacific battles during WWII and this figure set depicts the scenario of a group of pilots on the flight deck preparing for their next mission. The five pilot figures, with life jackets over their tropical shirts and slacks, are posed around a plotting board to recreate a briefing scene. Accessories such as holsters and knife sheaths are separately molded for enhanced detail. Furthermore, two deck crew members carrying an ammunition case and a “moto-tug” with driver are also included, making this set the perfect addition to dioramas involving 1/48 scale WWII U.S. Navy aircraft models.

The Little Tractor That Could

“Moto-tugs” were used to tow U.S. Navy aircraft such as the Vought F4U-1D Corsair. Towing bars for both the main gear and tail wheel are conveniently included.



Moto-Tug Length: 62mm



Image shows separately available 1/48 Vought F4U-1D Corsair model.

WWII U.S. NAVY PILOTS w/“MOTO-TUG”

Vought F4U-1D Corsair
(sold separately)

**1/48
SCALE**

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Tamiya's 1/48 Scale Aircraft Series includes Corsairs, Wildcats, A6M2, and A6M5/Sa Zeroes to allow modelers to recreate these Pacific War adversaries.



1/48 Vought F4U-1D Corsair Item 61061



1/48 Grumman F4F-4 Wildcat Item 61034



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